SUSTINEO ALAS

OFFICER CANDIDATE SCHOOL

SECOND WING

GROUPS C-D CLASS 43-C

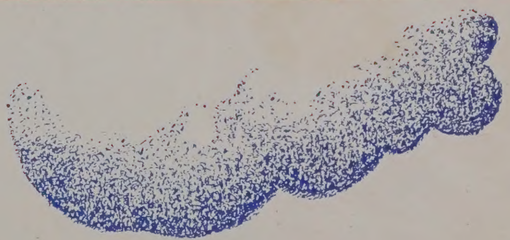
FIFTH DISTRICT

Army Air Forces Technical Training Command

MIAMI BEACH, FLORIDA

1908
1918
1942

ARMY AIR FORCES



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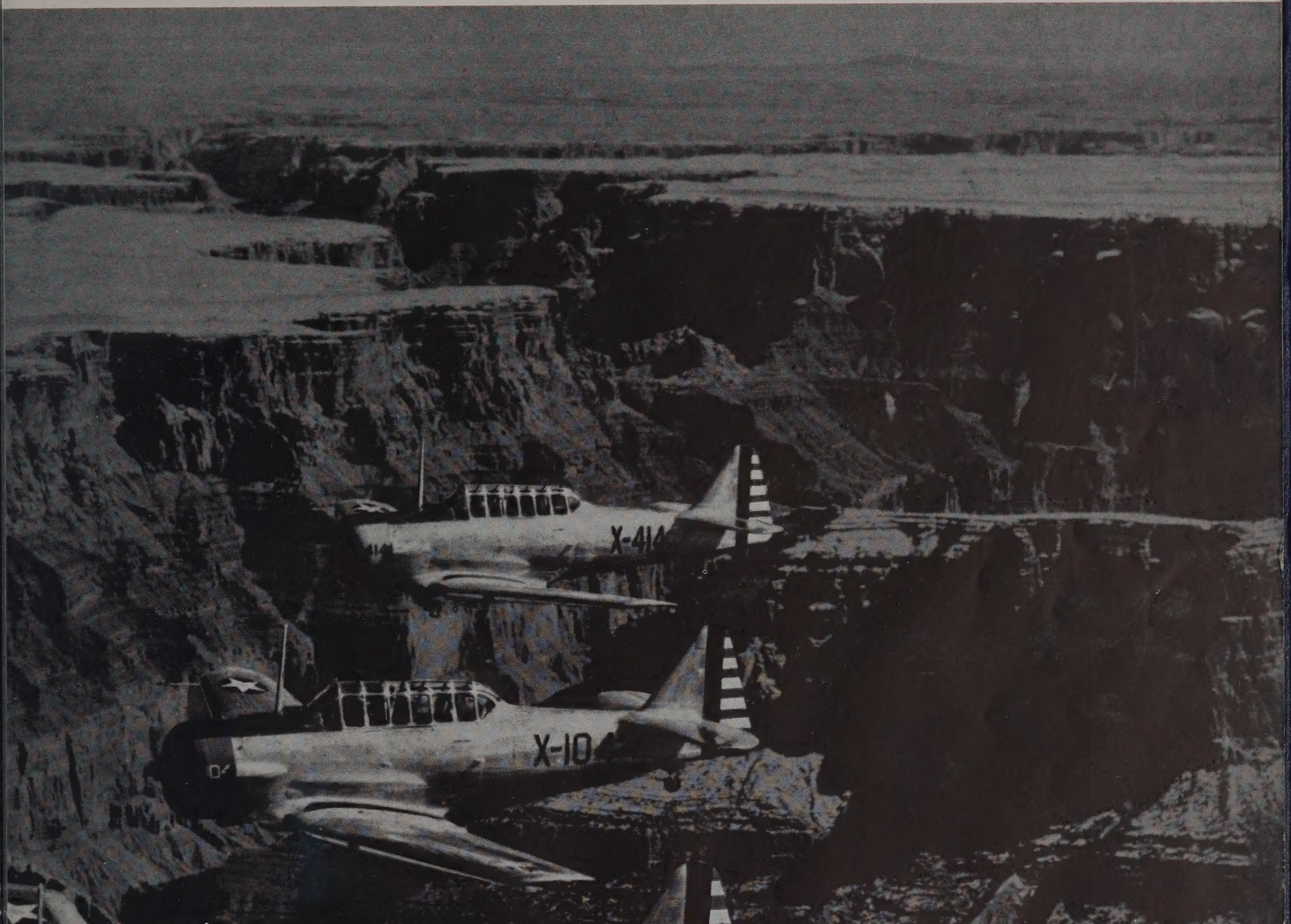

America

assistance for this volume and their co-operation in numerous other ways, grateful
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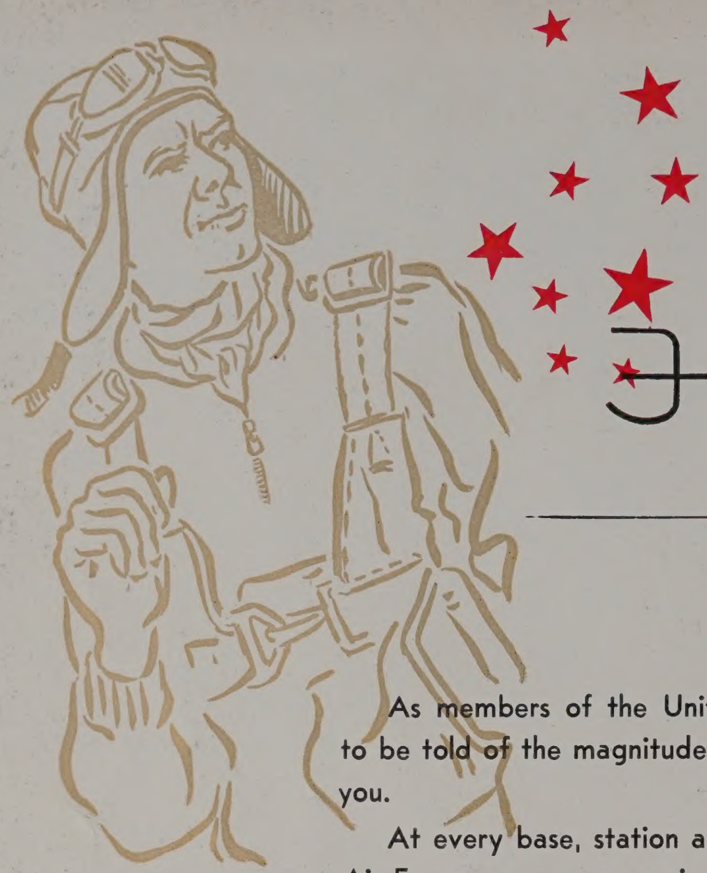


Foreword

As members of the United States Armed Forces you do not have to be told of the magnitude and importance of the task that lies before you.

At every base, station and training field of the United States Army Air Forces you are preparing yourselves for the great test of arms which will prove that the forces of democracy can destroy the evil power of the totalitarian nations.

Soon you will take your places as Bombardiers, Navigators, Pilots, and Gunners alongside of our allies who have been fighting so valiantly. As mechanics and supply personnel, and in every type of ground duty, you will have the vital responsibility of making sure that our airplanes will be second to none.

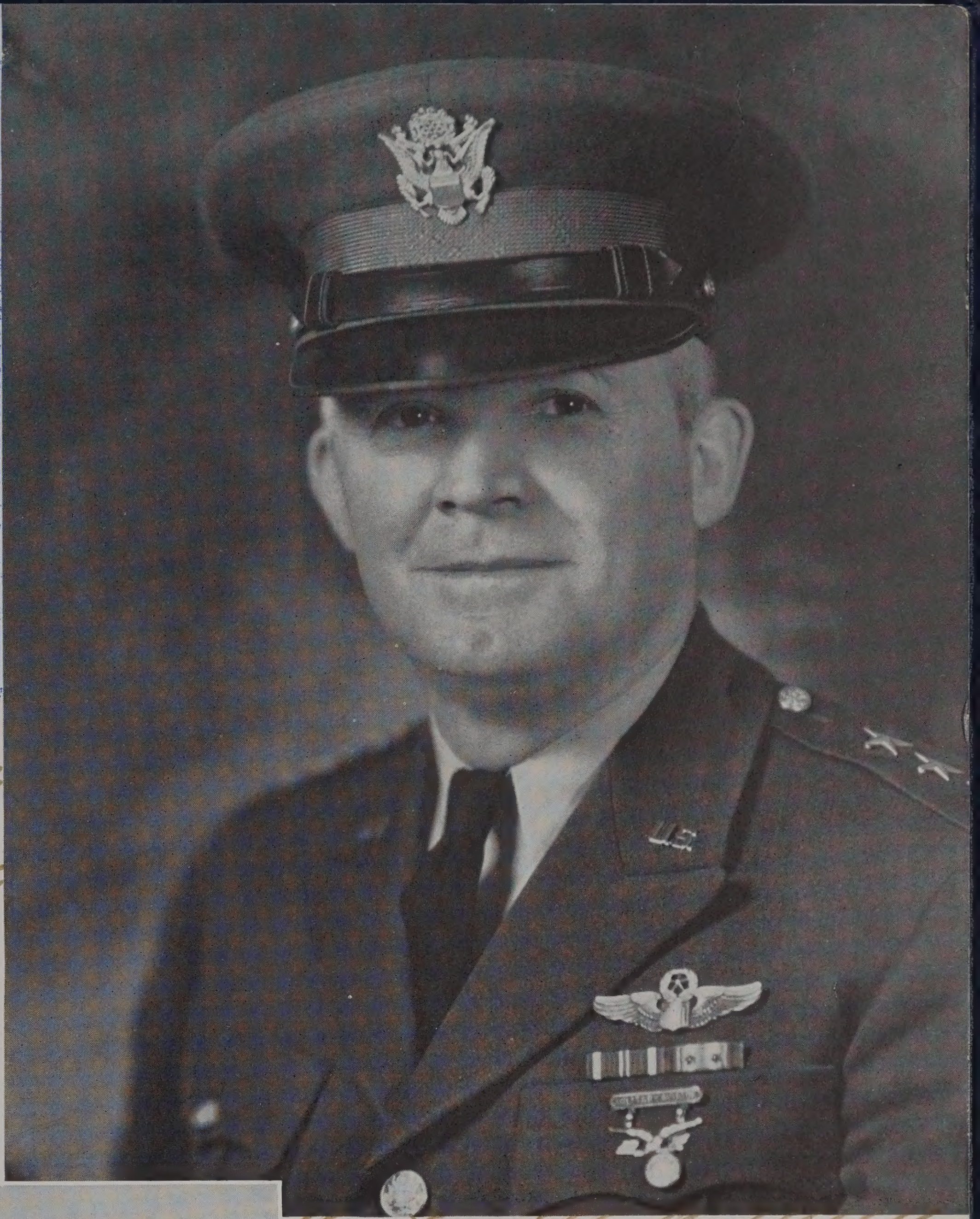
We can win this war, and we will win it, but only if every officer and enlisted man puts forth all the fortitude and resourcefulness that Americans have always displayed in time of war.

There are trying times ahead, times that will test the mettle of all of us, but I am confident that the personnel of my command will acquit themselves with honor and distinction, no matter where and when we shall meet the enemy.

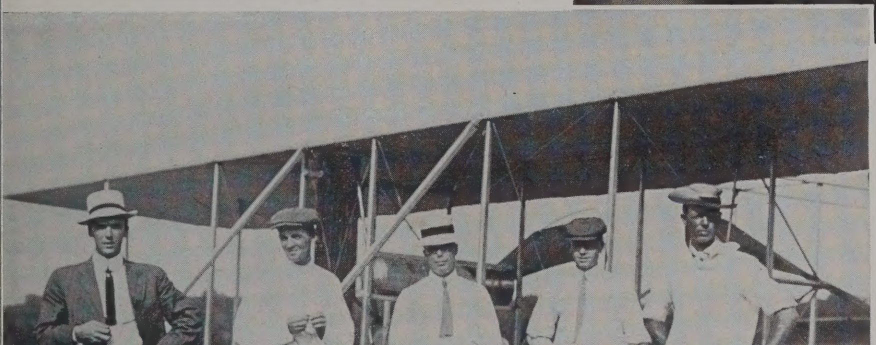
H H Arnold

Lieutenant General, U. S. Army,
Commanding General, Army Air Forces.

by Lieut.



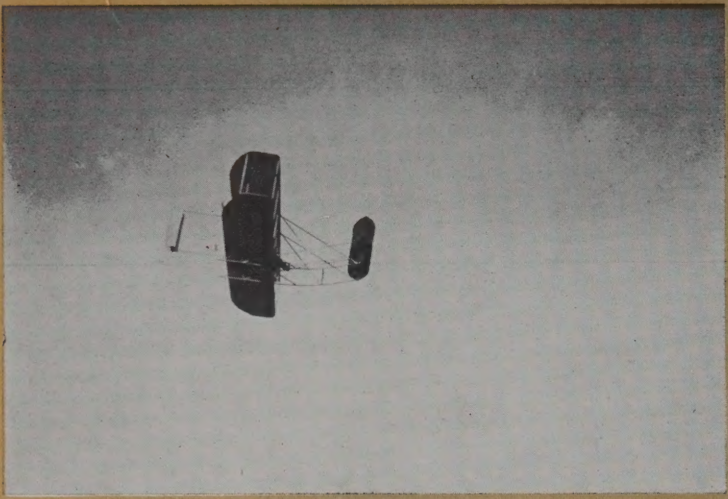
LIEUTENANT GENERAL HENRY H. ARNOLD



Captain Beck, Lieutenant Arnold, Captain Chandler, Lieutenant Milling, Lieutenant Kirtland.

General H. H. Arnold

The



1908

Orville Wright
First flight September 5, 1908.

With the reorganization of the aviation setup of the United States Army, on March 9, 1942, has come the latest phase of the development of the nation's military aviation from its groping, experimental days to its present status as an autonomous unit within the structure of the Army.

The story of the rapid growth of our nation's military aviation, from an unimportant subdivision of the Signal Corps before the first World War, through the period when it was a corps of its own, the Air Corps, and now to a degree of tremendous importance as the Army Air Forces, co-equal in prominence with all the other Army combat arms combined, is a stirring saga of courage and inspiration, of indomitable will and far-sighted genius, all within the short space of 33 years.

The utilization of aviation by the Army, however, antedates 1909, the official birth year. Civilian aeronauts made observations from captive balloons for the Army of the Potomac during the American Civil War, and later the Army purchased a balloon in France which was used in Cuba during the Spanish-American War.

It was not, however, until the experiments of Langley, Maxim, Lillienthal, Bleriot, the Wrights and others had focused attention on the possibilities of heavier-than-air machines that the Army considered seriously this newest military adjunct. It was not until the Wrights had demonstrated that a heavier-than-air machine was not only feasible, but practical that the Army advertised for bids for the construction of an airplane. An aeronautical division of the Army was created in the Office of the Chief Signal Officer of the Army on July 1, 1907.

The Wright brothers produced an airplane which was delivered to Fort Myer, Virginia, on August 28, 1908. It was a biplane with a wing spread of about 40 feet and a wing area of some 500 square feet weighing approximately 800 pounds. The lateral controls were affected by warping the wings. The double elevator and the rudder were supported in front of the wings by an outrigger. The landing gear consisted of two runners, or skids, and the plane was launched from a monorail. After a series of disappointing accidents and many tests, the Board of Officers appointed to examine the plane made a favorable recommendation on August 2, 1909, and the Chief Signal Officer approved the recommendation the same day. This date is considered the birthday of the Army Air Forces.

While thus inaugurating the air arm of the service on this date, the value of aircraft in a military way was not immediately apparent, particularly to a nation at peace, and it was not until March, 1911, almost two years later, that Congress for the first time specifically appropriated money for aviation . . . to the tune of $125,000. By September, 1913, Army aviation had grown slowly until it had 17 planes, with a personnel of 23 officers and 91 enlisted men.

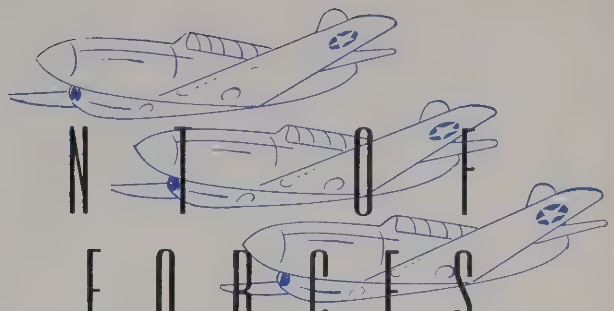
Inasmuch as the original conception of the role of aircraft in warfare was purely that of observation, the control of military aviation was left in the hands of the Signal Corps, and, indeed, aviation remained in this branch until 1918, when it was divorced from the Signal Corps and expanded into two departments—the Bureau of Military Aeronautics and the Bureau of Aircraft Production. Upon the termination of the war these two departments were consolidated into the Air Service.

The first actual use of aircraft by the Army began in March, 1916, when the First Aero Squadron, composed of 16 officers, 77 enlisted men and eight airplanes began operations with the Punitive Expedition in Mexico.

The World War, of course, with its constantly accelerating emphasis

Wilbur Wright at Fort Myer, July 27, 1909.

Orville Wright in flight, Maxwell Field, 1910.



DEVELOPMENT OF THE ARMY AIR FORCES

upon air power, was responsible for the rapid expansion of American aviation. By the time of our declaration of war upon Germany in April of 1917, Army aviation consisted of 65 officers (35 of whom were flyers), 1,087 enlisted men and 55 airplanes. No better commentary can be made upon the changing role of air power at the beginning of the World War and of the present conflict than to compare this number with the 10,697 officers, 126,660 enlisted men and 8,707 aviation cadets which we had on June 30, 1941, with the number constantly increasing under the impetus of the greatest expansion program in history.

During the first eight years of its existence, 1909-1916—a total of 142 airplanes had been delivered to Army Aviation. Congress, in July of 1917, appropriated $640,000,000 for Army Aviation, the largest appropriation which had ever been made up until that time for any single purpose. Working as rapidly as possible, the country began the gigantic task of catching up in production with countries long at war. The first task was to train American flyers and for this purpose flying schools and ground schools were set up at a number of schools and colleges. Nearly 15,000 flying cadets received training in this country, and about 1,800 in Europe. By March, 1918, our Army Aviation strength was 11,000 officers and 120,000 enlisted men.

At the time of the Armistice we had 757 pilots, 481 observers, with 740 planes and 77 balloons at the front, and 1,402 pilots, 769 airplanes and 252 balloon observers had entered the Zone of Advance.

While at the time of the Armistice less than 25 per cent of the planes flown by American pilots were of American manufacture, we were already beginning to swing into large scale production, principally of British designed DeHavillands and Handley-Page's equipped with the American Liberty motor, the greatest contribution of American manufacturers to the war effort.

American aviators were officially credited with the destruction of 491 enemy airplanes, of which 462 were accounted for by 63 aviators. We had 43 squadrons at the front at the time of the Armistice.

Following the conclusion of the war, our air strength was allowed to dwindle to 1,000 officers and 10,000 men.

The Army Reorganization Act of 1920 provided for 1,516 officers and 10,300 enlisted men for the Air Service, and the Air Corps Act of 1926 authorized a "Five Year Program" which contemplated at its conclusion a personnel strength of 1,650 officers and 15,000 enlisted men with 500 cadets, and aquipment consisting of 1,800 serviceable planes.

On March 1, 1935, the famous GHQ Air Force was established, embracing all tactical Air Corps Units within the Continental United States. Prior to its formation combat squadrons were trained under widely different methods, depending upon the conception of the Group Commanders. The purpose, which was accomplished, of the GHQ Air Force, was to co-ordinate the systems of training so as to produce uniformity and the ability to operate together as a team. Another accomplishment was the later development of the combat crew as a fighting team. In practice, the same officers and men were assigned to the same airplane, and each team, through constant co-operation and practice, was able to attain a high degree of efficiency.

Even more important than all these innovations, however, was the fact that the Air Corps, as it was known then, was, for the first time, under a unified command, and under an air officer, Major General Frank M. Andrews (now a Lieutenant General in command of the Caribbean Defense Command). Here was another notable step toward the fullest development of our Army Air arm as an independently-functioning entity, complete within itself.

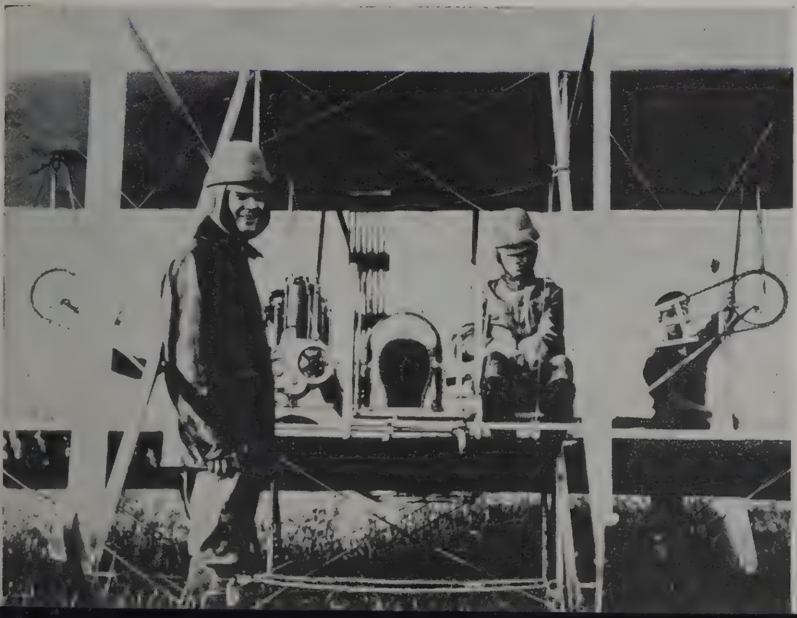
This organization of air power into a highly mobile striking force of great unified power had, as its backbone, the function of Bombardment. The GHQ Air Force was divided into three Wings.

The First Wing, with headquarters at March Field, California, comprised two Bombardment Groups, one Attack Group, and two Reconnaissance Squadrons.

The Second Wing, with headquarters at Langley Field, Virginia, comprised two Bombardment and two Pursuit Groups, and two Reconnaissance Squadrons.

The Third Wing, at Barksdale Field, Louisiana, was composed of one Attack and one Pursuit Group.

But even this organization was to be changed soon by the pressure of ever-increasing expanison of our Army Aviation. On June 23, 1941, the Army Air Forces was established. These included the Headquarters, Army Air Forces; the Air Force Combat Command (which superceded the GHQ Air Force), the Air Corps and all other air



They Flew Them When—Major H. H. Arnold, Major Thomas Dewitt Milling, pioneer military aviators, and Army planes of 30 years ago—taken in 1912 when Army air strength consisted of two planes.

Burgess Tractor—1914.

Early Curtiss Training Plane
No. 30—at North Island,
San Diego, California.

WORLD WAR NO. 1 AND OUR ★ ★ ★

units. At the same time an Air Council was created to review and co-ordinate major Army aviation projects. The Air Council included Assistant Secretary of War for Air, Robert A. Lovett (ex-officio), Lieutenant General H. H. Arnold, president of the council, Lieutenant General Delos C. Emmons, Major General George A. Brett, and the Chief of the War Plans Division of the War Department General Staff.

In addition to his duties as Deputy Chief of Staff (Air), General Arnold became Chief of the Army Air Forces. General Emmons was made Chief of the Air Force Combat Command, and General Brett, Chief of the Air Corps.

At the end of May, 1941, the Ferrying Command was organized to speed up the process of getting bombers to our English allies. Originally under the command of Colonel Robert Olds (now a Brigadier General in command of the Second Air Force at Spokane, Washington), it is now commanded by Brigadier General Harold L. George, and designated Air Transport Command. Since Pearl Harbor its activities have been vastly expanded into a huge world-wide organization engaged in the transport of all types of aircraft, plus supplies, equipment, and personnel to all the fighting fronts.

By the final reorganization, or "streamlining," which took place last March, the Air Corps ceased to exist, even as a purely administrative organization, and the Combat Command was eliminated, as well. The various combat Air Forces, which are complete units of themselves, are now directly under the command of overall field commanders such as General MacArthur, another step forward in unified command. It is interesting to note that many of these field commanders, whose commands comprise all arms of the service, are themselves air officers, such as General Andrews, in the Caribbean. Each Air Force is, of course, commanded by an Air Force Officer, of general grade, whether within the continental United States or overseas.

These combat forces include all units of military aviation such as bombardment, interception (fighter squadrons), Observation, and ground-air support, together with the necessary maintenance service.

As a result of the March 9 change, the Air Forces are recognized as one of the three elements of the Army, together with Ground Forces and Supply. This new organization, designed to simplify and speed up the chain of command, and to provide the flexibility and efficiency of operation necessary to accomplish the enormous task that lies ahead, designates Lieutenant General H. H. Arnold as Commanding General, Army Air Forces, and also as Deputy Chief of Staff for Air on the Army General Staff. By the same reorganization, Lieutenant General Joseph T. McNarney, one of the ablest American air strategists, was made Deputy Chief of Staff.

In addition to these two officers, however, the Air Forces have a far greater representation than ever on the General Staff. As a matter of fact, the General Staff, as now constituted, is about one-half composed of officers from the Air Staff.

The Air Staff, which is rather like a Staff within a Staff, and which is a purely Air Forces organization, is similar in general outline to the General Staff, but on a slightly smaller scale, with designations such as A-1, A-2, etc.

The complexity and extension of Army aviation from its simple Signal Corps days until the present is no better illustrated than by a brief review of the various branches of the Air Forces. The overall picture of the Army Air Forces organization may be summed up under four key words: Policy, Forces, Operations, and Commands.

The Policy function has already been discussed at the start of this article. It is handled by the Commanding General of the Army Air Forces and the Air Staff, plus the Air Forces' participation in the Army General Staff. In addition to the Assistant Chiefs of the Air Staff (A-1, A-2, A-3 and A-4), there is an Air Inspector.

The various Air Forces, which are the combat organizations of the Army Air Forces, have been covered in paragraphs above.

The next group in the logical breakdown of the Army Air Forces organization is the Operations Staff; this is divided into Military Requirements, Technical Services, and seven administrative agencies: the Public Relations Officer, Director of Personnel, the Air Surgeon, Air Judge Advocate, Budget Officer, Director of Management Control, and Military Director of Civil Aviation.

Now for the fourth element of the organization of the Army Air Forces: operating directly under the Commanding General of the

Army Air Forces, seven great commands compose the last stages of Air Forces' preparation for combat units. It may be of interest to outline the functions of these various Commands.

1. The **MATERIAL COMMAND.** Experimental aviation activities, which were carried on at Washington by a few technicians prior to the World War, were concentrated at Dayton, Ohio, on November 5, 1917, under the command of Colonel V. E. Clark, Signal Corps. The laboratories, located at McCook Field, were supplemented by offices in Dayton. In 1926 the Air Service became the Air Corps and the functions of supply, procurement and maintenance of aircraft were added to this division, and the name changed to "Materiel Division."

The location of the division was changed from McCook Field to Wright Field in 1926.

The Materiel Division has figured directly or indirectly in nearly all important aircraft developments, commercial as well as military. It is the great experimental and testing branch of the Air Force and includes, among its many accomplishments, superchargers, the "Whirlwind" engine, use of ethylene glycol for high temperature cooling, high octane gasoline, vibration control, metal propellers, night and instrument flying, haze penetrating film for aerial photography, night and color photography, and many other developments.

2. The **FLYING TRAINING COMMAND.** While the Headquarters of the Air Corps Training Center began to function at Duncan Field, San Antonio, Texas, in 1936, flying training in the Army has been continuous almost since the purchase of the first Wright airplane in 1909.

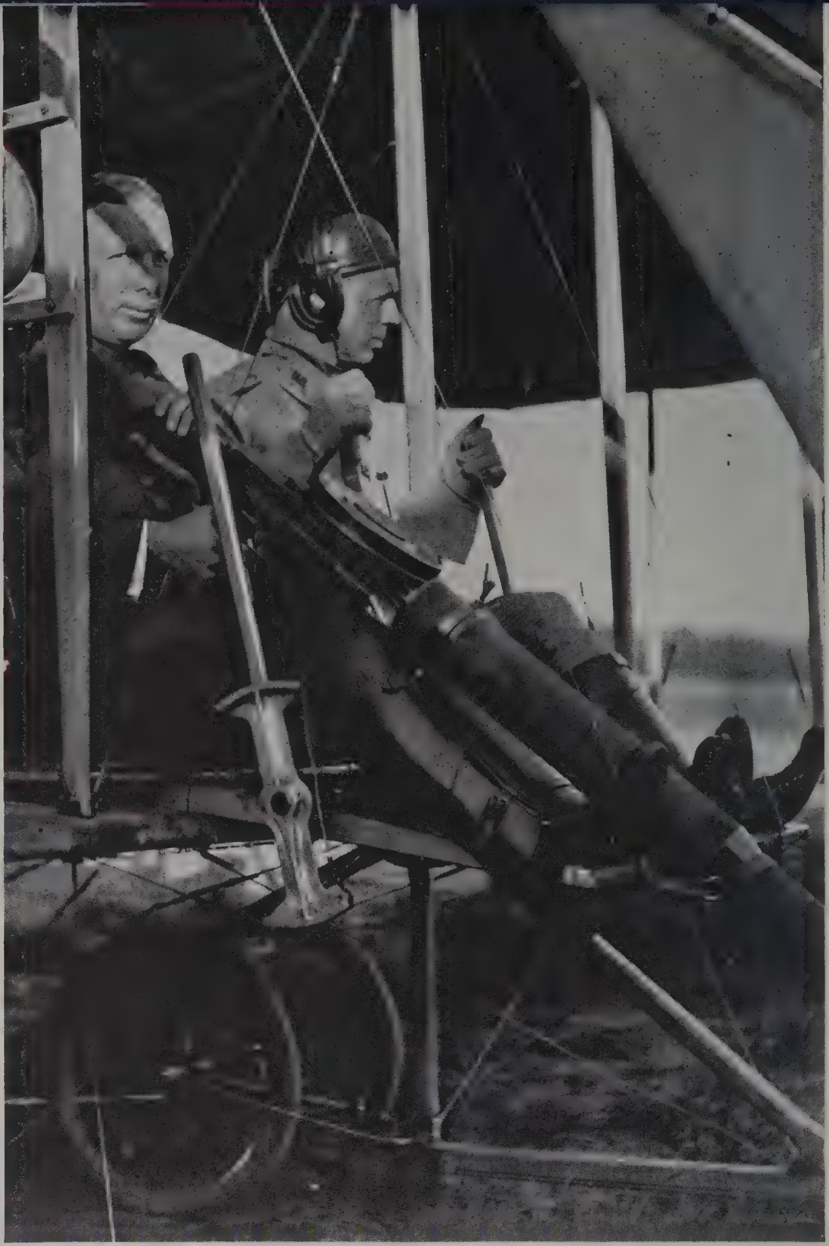
The first Army flying school was established at College Park, Maryland, in October, 1909. Lieutenant Frank P. Lahm and Frederick E. Humphreys were the first students of the Wright brothers. Lieutenant Lahm later became a Brigadier General and commanded the Training Center from its inception in September, 1926, until August 31, 1930. This veteran flyer is now Air Officer of the Second Corps Area at Governors Island, New York. Among the first five Army aviators were Lieutenant H. H. Arnold, now Lieutenant General. Among them also was Lieutenant Benjamin D. Foulois, now Major General, retired. General Foulois became a Brigadier General at the age of 38 as Chief of the Air Service of the First Army, American Expeditionary Force. He became a Major General and Chief of the Air Corps on December 20, 1931.

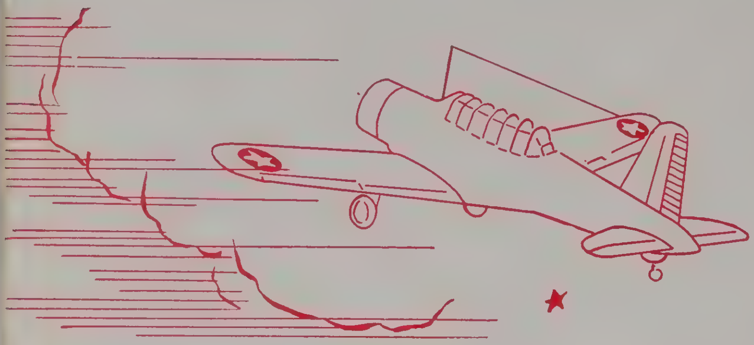
The function of the flying Training Command is, of course, to coordinate and direct the immense job of providing officers and men for the vastly expanding Air Forces. In order to accomplish this with the greatest efficiency and to eliminate the possibility of administrative bottlenecks, General Arnold set up the Flying Training Command, as it now exists, under the command of Major General Barton K. Yount, with headquarters at Fort Worth, Texas. This command is divided in three great regional training areas, one in the Southeast, one in the Gulf Coast region, and one in the Southwest. All of these regional training areas are complete within themselves, providing their own Reception Centers, Replacement Centers, Primary, Basic, and Advanced Schools (for pilot trainees), and Navigator Schools. Bombardier trainees, however, are all sent to schools located in the Southwestern part of the country, where weather conditions are best

AIR FORCE STRENGTH GROWS

Top Picture; 213th Aero Squadron, Second Army—Enlisted Men. Bottom Picture: Officers and Planes—N 13 Pursuit Squadron, Third Pursuit Group.

Captain C. Def. Chandler and Lieutenant Roy T. Kirtland—in Wright Type B airplanes with Lewis machine gun, June 7, 1912.—The first machine gun ever fired from airplane (Lieutenant Kirtland was pilot for test).





for this particular type of training. The Flying Training Command also provides for instruction in fixed and flexible gunnery.

3. The TECHNICAL TRAINING COMMAND. The first effort to train Army aviation mechanics systematically was during the early days of the World War, utilizing state universities and civil technical schools. The system was a failure, due to the large costs involved, as well as other reasons. Therefore, the Aviation Section, Signal Corps, established schools at St. Paul, Minnesota, and at Kelly Field, Texas. The Kelly Field school was discontinued after the Armistice.

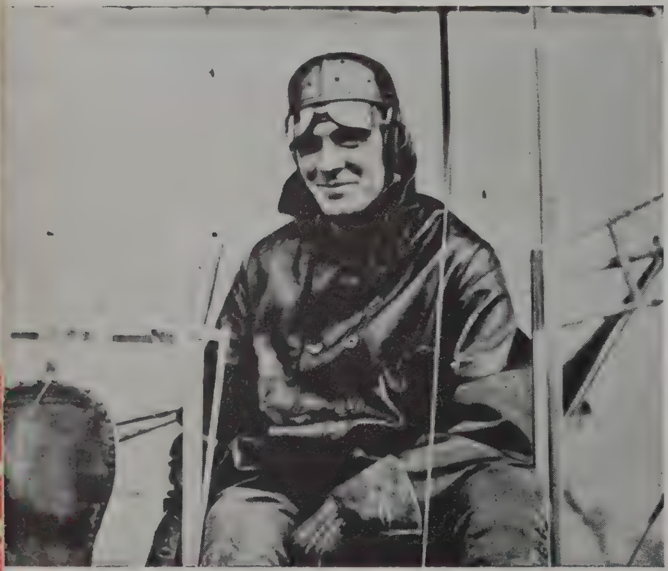
In 1921 the school was moved to Chanute Field, Illinois, and in 1922 the Photographic School, at Langley Field, and the Communications School, at Fort Sill, were consolidated with it.

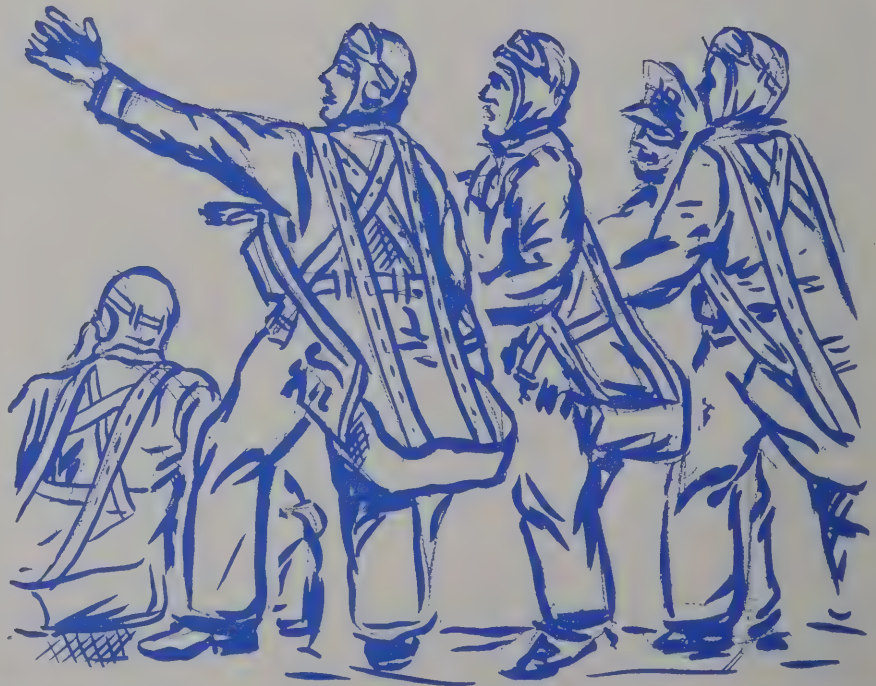
The school outgrew its area, and in 1935 another site was sought for a second school, and a second school was established at Lowry Field, near Denver, Colorado.

The present expansion program of Army Aviation has necessitated the further expansion of the mechanic training program in order to provide the ever-increasing Air Forces with an adequate supply of trained mechanics, particularly in view of the fact that engines and equipment are constantly becoming more complex as well as progressively more modern.

The Technical Training Command provides technical training for Army Air Forces personnel not trained by the Flying Training Command. Under this category came not only ground crew personnel,

Lieutenant Henry H. Arnold in Wright B airplane, College Park, Maryland, 1911.





such as mechanics, but also such aircrew members as the aerial engineer and communications officer.

4. The AIR TRANSPORT COMMAND, as discussed previously, is concerned with air transport, for military use all over the world.

5. The AIR SERVICE COMMAND operates air depots, repairs aircraft, and distributes aircraft, equipment, and supplies to air units in the United States.

6. The TROOP TRANSPORT COMMAND transports air-borne troops and equipment, parachute troops and equipment, and tows troop- and cargo-carrying gliders.

7. The PROVING GROUND COMMAND operates proving grounds to test aircraft and equipment.

AIR COMBAT

It is quite probable that it is entirely too soon to attempt to define the role of the airplane in relation to the other combat forces of a nation. In spite of that fact there has been raging, and indeed still goes on, a debate between those who feel that air power has to a large extent superceded sea power and even land power as the deciding element in modern warfare, and those who feel that this extreme theory has yet to be supported by actual facts. There are extremists who argue, like the Russian designer Seversky and the Italian General Douhet, that the day of the surface fleet is over, and that the future wars will be decided by the relative merits of the air forces of the combatants. On the other hand, we have the sure evidence of the failure of bombing alone either to permanently disrupt the war effort of a country or to terrorize its civilians into demands that its government surrender. In neither the Spanish Civil War nor in this war, up until the present, has it been possible for the advocates of air power alone to prove their contentions.

At the same time it must be granted that no nation has as yet been able to mount the type of air attack envisioned by those who hold that it will be air power that will decide the war. It seems likely, however, that this theory will be given a thorough test before the war is done.

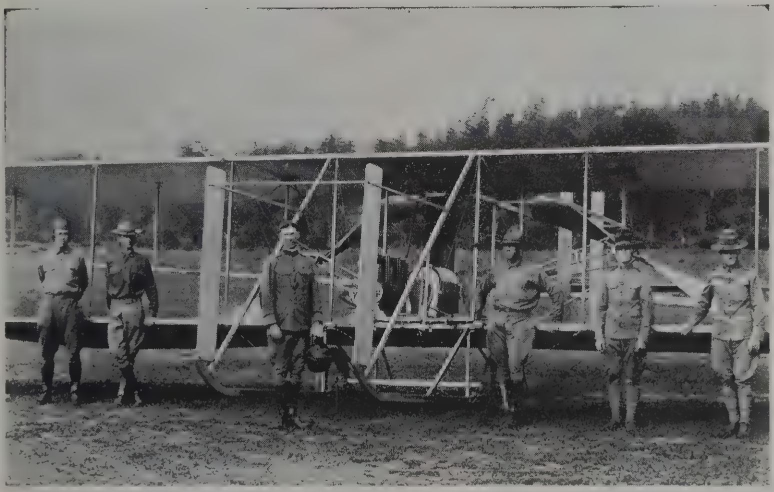
Certainly it is true that the conception of the airplane has already undergone a remarkable series of changes since the beginning of the World War, when it was regarded not in the light of a combat weapon at all. Indeed the first airplanes used in the World War were almost always of one type, a two-seater designed for reconnaissance work. As the war progressed specialization appeared and a class of airplanes designed first for air fighting, then for bombing, appeared. Several nations, prior to the war, had experimented with the arming of aircraft with machine guns, but on the outbreak of the war no plane on the front was so armed. Rifles, carbines, pistols, and hand grenades were carried by the pilot and observer. The tactics of air fighting were rudimentary. The pilots simply flew close to the enemy and when within range the pilot and the observer blazed away with any weapon they happened to have handy.

In the summer of 1915, belligerents began to mount machine guns in the planes, usually on a swivel bar at the back of the observer's seat. The observer could only fire the gun backwards toward the tail of the plane, firing over the pilot's head, which made for a very restricted zone of fire. This necessitated that in order to fire on an opponent, the plane had to fly away from the enemy, thus making it very difficult to be effective. The British experimented with a type of plane in which the gun was mounted in the front and the motors faced the rear. This type gave the advantage of frontal firing, but was so slow on climbing and flight that it was abandoned within a short time.

The first real fighting aircraft to make its appearance was the German Fokker monoplane. Fast, maneuverable, and of the tractor type, the plane had a machine gun mounted in such a fashion as to synchronize with the revolutions of the propeller, thus allowing it to be fired straight ahead. The pilot aimed the gun by aiming the airplane. This plane was so obviously superior to those of the Allies that command of the air passed to the Germans throughout the rest of the year. In 1916, however, the British were able to challenge the Germans by producing their own type of front-firing plane, although it was not until near the end of 1916 that the Allies were able to produce machine gun mounted planes of the Fokker type.

The success of the Fokker airplane was responsible for the advent of formation flying. Casualties among the French and British had grown so heavily that individual flights were discontinued and flights of three or more planes took their place. The Germans retaliated, and by the end of the war patrols were the accepted form of air tactics.

It early became apparent to air-minded officers that great damage could be inflicted upon the enemy by dropping bombs from aircraft on his troops, ammunition dumps, factories and other military installations. Indeed, many of the early fighters attempted some rudimentary bombing flights, using hand grenades. These were usually



Wright airplane—First plane in Philippine Islands at Fort McKinley. 1912—Lieutenant Frank P. Lahm, pilot.

First plane used by American aviators in France during World War (1918), Morane Roulier airplane.

99th Aero Squadron officers in front of planes.
Salinsen plane, 91st Squadron.

Wright machine; with P. Parmalee and Lieutenant
M. S. Crissy with first explosive aerial bomb.

ineffective except in rare instances. Bombs were then devised which could be dropped from the plane. In early bombing raids the bombs were carried in the cockpit of ordinary fighter planes and heaved over the side by the observer whenever he judged himself to be in a position to hit his target. This was a clumsy, inaccurate system, however, that soon lead to the design of an entirely different craft made for bombing alone, and equipped with machine guns for protection. These planes, which were growing larger and larger as the war progressed, were equipped with bomb racks controlled by mechanisms within the bomber, and carried crews of from three to six men. They were utilized at first as lone raiders, depending on stealth and surprise to accomplish their tasks, but by 1917 there had evolved the system of formation attacks by squadrons of bombers escorted by fighter planes as a protective screen. The Germans used this system first to great advantage, and by concentrating very large flights were able not only to concentrate the power of the bombing assault, but have enough fighters to sweep the skies of the opposition.

In addition to the duties of Reconnaissance, the original role of the airplane, had been added the duty of patrol, straffing and bombing, with the Bombardment arm always tending to become more and more important.

After the war the Air Services of all countries began to experiment more and more with the development of bombing planes of increased power and destructive ability. It was realized that it was increasingly possible for planes to inflict very heavy damage on the enemy from the air.

The development of bombsights by all the major powers was to a large degree responsible for this. The American bombsight was recognized as being probably the most accurate of any developed in this period. Accuracy in hitting a predetermined target was coupled with increased altitude which made the planes more safe from enemy fighters and antiaircraft attack. Increased speed and range of the planes has developed down until the present time, when every belligerent possesses bombers capable of flying immense distances with heavy bomb loads.

The United States was among the first to develop the art of dive bombing, wherein the plane is pointed downward at the target and releases its bomb very low, depending upon the tremendous speed of the dive for protection. The dive bomber is very accurate inasmuch as the pilot has the target before him on the way down and does not release his bombs until just above it. It remained for the Germans to develop this to the highest, and it was employed with great success in the battle of France. Many military experts say that the Stuka dive bomber is the greatest single contribution of the war to air combat. The Germans also experimented with and developed the use of air-borne soldiers, utilizing the parachute, originally a safety device, as an instrument for the dropping of offensive men behind the enemy lines. The Russians also have used this extensively, and paratroops are now a part of every belligerent Army. Troop transports capable of carrying many men, supplies and equipment have also been developed, and in the battle of Crete the Germans used air-borne troops to carry the brunt of the battle.

The Japanese and the British have both added chapters to the development of air combat by the use of the torpedo-carrying planes as an effective weapon with which to attack enemy warcraft which are not heavily protected by fighter planes. The English at Taranto and the Japanese at Pearl Harbor and off Malaya demonstrated that unprotected warships can be sunk with relative ease by planes of this type unless they are in turn protected by fighter planes based either on land or on accompanying aircraft carriers.

The day of the spectacular individual air "ace" has apparently closed, as pilots are taught more and more to fly and to fight in absolute formation. Formations are increasing in size as the strength of the warring nations in the air continues to grow.

There has been a growing belief on the part of military men that the day of air power in combat is only begun, and that this war will produce innovations and changes equally as great as those produced in the World War. It is certain that each day, all over America, more and more fighters, bombardiers, navigators, observers, gunners, mechanics and technicians are being trained for whatever role shall be assigned them in America's growing air armada.

CHIEFS OF THE AIR CORPS (Now Army Air Forces)

During the World War, Army Aviation was divided into the Bureau of Military Aeronautics, directed by Major General William L. Kenly, and the Bureau of Aircraft Production, directed by Mr. John D. Ryan, the copper magnate. With the advent of peace, these bureaus were consolidated under one title—Air Service—under the command of Major General Charles T. Menoher, who had commanded the 42nd (Rainbow) Division overseas.

On October 4, 1921, General Menoher was succeeded by Major General Mason M. Patrick. He remained in command until his retirement on December 13, 1927, and was succeeded by Major General James E. Fechet, who served until his retirement in 1931.

Major General Benjamin D. Foulois served for four years, until December, 1935, when he was succeeded by Major General Oscar Westover, who served until his death in a flying accident in 1938. At that time Major General (now Lieutenant General) H. H. Arnold took over, and to him has fallen the immense task of directing the Air Forces through the present period of war.

96th Aero Squadron officers (Lieutenant Samuel Lunt, fourth from right).

LEADERS

FRANK M. ANDREWS
Lieutenant General

GEORGE H. BRETT
Lieutenant General

DELOS C. EMMONS
Lieutenant General

GEORGE C. KENNEY
Lieutenant General

JOSEPH T. McNARNEY
Lieutenant General

RALPH P. COUSINS
Major General

JOHN F. CURRY
Major General

JAMES A. DOOLITTLE
Major General

MUIR S. FAIRCHILD
Major General

JACOB E. FICKEL
Major General

WALTER H. FRANK
Major General

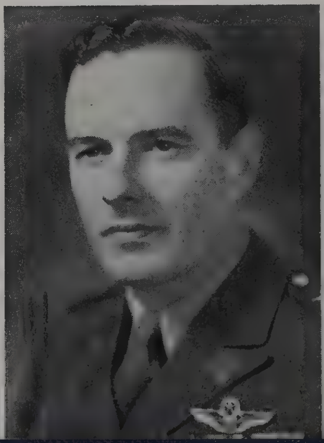
HAROLD L. GEORGE
Major General

RUSH B. LINCOLN
Major General

FREDERICK L. MARTIN
Major General

HENRY J. F. MILLER
Major General

ROBERT C. OLDS
Major General



HENRY C. PRATT
Major General

FOLLETT BRADLEY
Major General

GERALD C. BRANT
Major General

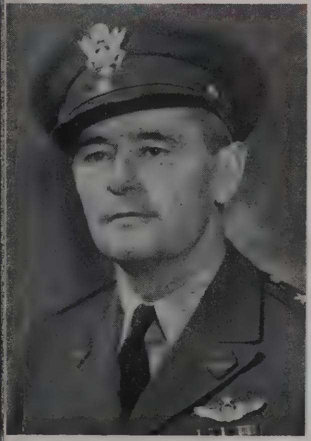
LEWIS H. BRERETON
Major General

WILLIAM O. BUTLER
Major General

JAMES E. CHANEY
Major General

ARMY AIR FORCES

IRA C. EAKER
Major General



BARNEY McK. GILES
Major General

WILLIS H. HALE
Major General

HUBERT R. HARMON
Major General

MILLARD F. HARMON
Major General

DAVENPORT JOHNSON
Major General

RALPH ROYCE
Major General

CARL SPAATZ
Major General

GEORGE E. STRATEMEYER
Major General

WALTER R. WEAVER
Major General

BARTON K. YOUNT
Major General

ARMY AIR FORCES ACCOMPLISHMENTS

From the end of the World War to the present time, the Air Forces have pioneered in numerous aviation activities. A few of these flights and activities, chronologically arranged, are as follows:

1920—February 27. Major Rudolph W. Schroeder established a world's altitude record of 33,000 feet.

1921—February 12. The Army Air Service successfully completed a Washington, D. C., to Dayton, Ohio, flight.

1921—September 1. The Army Air Service successfully completed a total of 396 forestry patrol flights in the Northwest.

1922—October 6. Lieutenants Oakley G. Kelly and John A. Macready established a world's endurance record of 35 hours, 18 1-4 minutes.

1922—October 18. Brigadier General William Mitchell established a world's record for speed over a measured 3-kilometer course of 224.38 m.p.h.

1922—November 4. Lieutenants Kelly and Macready established a world's record for distance with a flight of 2,060 miles, from San Diego, California, to Fort Benjamin Harrison, Indiana.

1923—April 3. Six Army land planes completed a flight to Porto Rico and return.

1923—April 19. Marooned inhabitants of South Fox Island, off the coast of Michigan, were afforded relief through the dropping from Army planes of food and clothing.

1924—March 17. Four Army Douglas World Cruisers departed on an aerial journey around the world. Two of the planes successfully completed the flight of 27,550 miles in 175 days.

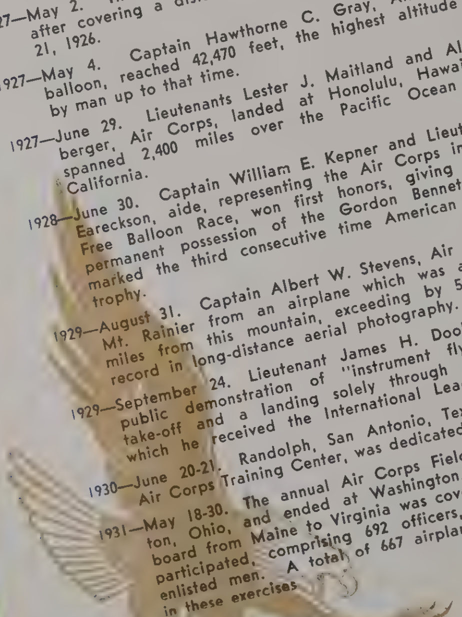
1925—November 20. Lieutenant George W. Goddard, Air Corps, made the first successful night aerial photograph.

1926—April 19. The first maneuvers involving the entire Air Service were held at Fairfield, Ohio, in which a total of 45 officers and 67 enlisted men participated, utilizing 44 airplanes.

1927—May 2. The "Good Will" flight returned from South America, after covering a distance exceeding 20,000 miles since December 21, 1926.

1927—May 4. Captain Hawthorne C. Gray, Air Corps, in a free balloon, reached 42,470 feet, the highest altitude ever attained by man up to that time.

1927—June 29. Lieutenants Lester J. Maitland and Albert F. Hegenberger, Air Corps, landed at Honolulu, Hawaii, after having spanned 2,400 miles over the Pacific Ocean from Oakland, California.



1928—June 30. Captain William E. Kepner and Lieutenant William O. Eareckson, aide, representing the Air Corps in the International Free Balloon Race, won first honors, giving the United States permanent possession of the Gordon Bennett Trophy, since it marked the third consecutive time American aeronauts won this trophy.

1929—August 31. Captain Albert W. Stevens, Air Corps, photographed Mt. Rainier from an airplane which was at a distance of 227 miles from this mountain, exceeding by 50 miles any previous record in long-distance aerial photography.

1929—September 24. Lieutenant James H. Doolittle, Air Corps, in a public demonstration of "instrument flying," accomplished a take-off and a landing solely through use of instruments, for which he received the International League of Aviators Trophy.

1930—June 20-21. Randolph, San Antonio, Texas, Headquarters of the Air Corps Training Center, was dedicated.

1931—May 18-30. The annual Air Corps Field Exercises began at Dayton, Ohio, and ended at Washington, D. C. The Atlantic seaboard from Maine to Virginia was covered. The First Air Division participated, comprising 692 officers, 69 flying cadets and 643 enlisted men. A total of 667 airplanes of all types was utilized in these exercises

1932—May 9. Captain Albert F. Hegenberger accomplished the first solo flight entirely by instruments.

1933—Master Sergeant Ralph W. Bottriell, of Kelly Field, Texas, was presented the Distinguished Flying Cross for having made the first jump from an Army airplane with the free type parachute, in May, 1919. It was as a result of Sergeant Bottriell's pioneering that the Air Corps developed the present type parachute.

1934—December 27. The Secretary of War approved the GHQ Air Force organization, and Lieutenant Colonel Frank M. Andrews, designated as its first Commander, was appointed a Major General.

1935—March 1. The GHQ Air Force was officially organized.

1935—August 29. Air Corps engineers made the first flight using the radio compass to control the automatic pilot and thus providing automatic radio navigation.

1935—November 11. Captains Albert W. Stevens and Orvil A. Anderson, Air Corps, reached 72,395 feet in the stratosphere balloon.

1935—December 27. Army bombers scored direct hits on the lava flow from the Mauna Loa volcano in Hawaii which was menacing the city of Hilo. The bombing tended to divert the lava flow to other channels.

1936—March. The Second Bombardment Group of Langley Field, Virginia, dropped 8,000 pounds of food and medical supplies to communities in Pennsylvania isolated by flood waters. A total of 45 officers and 100 enlisted men participated in these relief missions, utilizing 30 airplanes.

1936—February 10. Major Barney M. Giles, Air Corps; Second Lieutenant J. H. Patrick, Air Reserve; Staff Sergeant D. E. Hamilton and Corporal Frank B. Connor, Air Corps, took off from Concord, New Hampshire, about midnight and located seven CCC youths marooned on drifting ice in Cape Cod Bay. Major Giles circled over the party to show their position to Coast Guard personnel and other planes, which dropped food and blankets. Each of the four airmen received the Distinguished Flying Cross.

1936—June 29. Major General Frank M. Andrews made a non-stop distance record for amphibian planes by piloting the Douglas OA-5, 1,425 miles from Porto Rico to Langley Field, Virginia, in 11 hours and 9 minutes.

1937—August 5. The Air Corps substratosphere plane, the Lockhead XC-35, made its initial performance flights at Wright Field, Ohio. Being equipped with a supercharged cabin, oxygen equipment was unnecessary.

1937—August 23. Captains Carl J. Crane and George V. Holloman, Air Corps, and Mr. Raymond K. Stout, Project Engineer, all of Wright Field, made two entirely automatic landings under adverse wind conditions.

1938—April 20. Four officers and five enlisted men began instruction at Patterson Field, Fairfield, made two entirely automatic landings under adverse wind conditions.

1938—February 15-27. Six B-17 bombers flew from Langley Field, Virginia, to Buenos Aires, Argentina, and return. The trip south involved landings at Miami, Florida, Lima, Peru, and Buenos Aires. Returning, landings were made at Santiago, Chile, Lima, and Albrook Field, Panama Canal Zone.

1938—April 14. During a period of four days, all food, grain and supplies necessary for a Cavalry detachment of 30 men and 30 horses were dropped from an airplane in the mountains of the Big Bend District in Texas.

1939—February 4-6. Major C. V. Haynes, Air Corps, with a crew of 10 officers and men, flew the XB-15 bombardment plane from Langley Field, Virginia, to Santiago, Chile, with a load of vaccines and other medical supplies, totaling over 3,000 pounds, needed for earthquake sufferers. The distance of about 5,000 miles between Langley Field and Santiago was accomplished in 49 hours, 18 minutes elapsed time, and in a flying time of 29 hours and 53 minutes.

FIFTH DISTRICT ARMY AIR FORCES TECHNICAL TRAINING COMMAND • MIAMI BEACH, FLORIDA

OFFICER CANDIDATE SCHOOL

WALTER R. WEAVER

Major General

Commanding Army Air Forces Technical Training Command

ARNOLD N. KROGSTAD

Brigadier General

Commanding Fifth District, AAFTTC

Born: Lanesboro, Minnesota, August 28, 1885.

Education: 1905 to 1909, United States Military Academy, West Point, New York. School of Military Aeronautics, 1916-1917. Air Corps Tactical School, 1927-1928. Command and General Staff School, 1928-1929.

Entered Service as a cadet, United States Military Academy, 1905, and progressed from Second Lieutenant through to Brigadier General between 1905 and 1938.

Assigned to the 22nd Infantry after graduation. He served in Alaska, San Antonio, Texas; the Maneuver Division, 1911; El Paso, Texas, 1912-1913; Texas City, Texas; and Douglas, Arizona. From Douglas he went to California to take flying training which he completed before World War I.

Duties have been many and varied, including the organization and commanding of a School of Military Aeronautics, University of California, 1917; commanding of the Flying School, Rich Field, Texas, United States Army, 1917-1918; duty A. E. F. in France, 1918; commanded Air Corps Depot, Morrison, Virginia, 1920-1921; Air Officer, Second Corps Area, New York, 1921-1923; Air Officer, Hawaiian Department, Honolulu, 1923-1924; commanded Luke Field, Hawaii, 1924-1925; Executive and Wing Operations Officer, Langley Field, Virginia, 1926-1927; Air Officer, Second Corps Area, New York, 1929-1932; Personnel Officer, Office Chief of Air Corps, Washington, D. C., 1932-1936; commanded Kelly Field, Texas, and commanded Advanced Flying School, 1936-1938; Wing Commander, Second Bombardment Wing, First Air Force; Commander, Bomber Command, First Air Force; Commanding General of Air Base, Langley Field, Virginia, 1941; Commanding General, Second District, AAFTTC, St. Louis, Missouri; organized and commanded Radio School Number 5, Chicago, Illinois; Commanding General, Fifth District, AAFTTC.

Received Pilot's rating 1916 at San Diego, California. Holds rating Junior Military Aviator, Military Aviator, Airplane Pilot, Observer, Combat Observer, Technical Observer, and Command Pilot.

He is married and has two sons, now both serving in the United States Army. In this his family is unique—a General, a Lieutenant and a Private in the Service of the country.

HEADQUARTERS FIFTH DISTRICT

ARMY AIR FORCES TECHNICAL TRAINING COMMAND

MIAMI BEACH, FLORIDA

★

To those of you who have been successful students in the Army Air Forces Technical Training Command, the greetings of the newly created Fifth District are most heartily extended to you.

We have a duty to perform and to this end you men become a part of the team. Your job will be to definitely apply everything you have learned here at Miami Beach to "Keep 'em Flying." The task which you have had has been a hard one. You have measured up as good Americans. You take with you a spirit of comaradie from your school which cannot be taken away from you.

Always keep in mind the job you have on hand. Be soldiers and do every task assigned with a thoroughness which cannot be questioned. Carry with you the traditions of the Army Air Forces and fight for the victory which will be ours.

My best wishes go with you.

Arnold N. Krogstad

Brigadier General, U.S.A.,
Commanding.

LUTHER L. HILL
Lieutenant Colonel
Chief of Staff
Fifth District AAFFTC

DESMORE O. NELSON
Lieutenant Colonel, Air Corps
Commanding Officer
Officer Candidate and Officer Training School

HEADQUARTERS
OFFICER CANDIDATE AND OFFICER TRAINING SCHOOL
ARMY AIR FORCES TECHNICAL TRAINING COMMAND
Miami Beach, Florida

To All Officers and Officer Candidates, Officer Candidate School, Miami Beach, Florida:

Here at Miami Beach there is established an Officer Candidate School whose graduates are now serving with the Army Air Forces in all parts of the world. They are serving with great distinction and have set a standard of efficiency of which we are extremely proud.

At this school DISCIPLINE is taught to the officer candidate from the day he enters until he graduates and is commissioned a Second Lieutenant. I believe that those of you who are so fortunate as to take the course here will find that when you become officers you will take with you the deep devotion to Duty, the high sense of Honor and the love of Country that all commissioned officers must possess.

I urge you to continue your studies after leaving this school. The officer who would be outstanding among his fellows never ceases to improve himself professionally. To be an officer you must **think** like an officer.

I wish you good luck and great success in your military career.

Desmore O. Nelson

Lieutenant Colonel, Air Corps
Commanding
Officer Candidate and Officer Training School

DONALD G. STORCK
Lieutenant Colonel, Air Corps
Director of Training
Officer Candidate and Officer Training School

HEADQUARTERS
OFFICER CANDIDATE AND OFFICER TRAINING SCHOOL
ARMY AIR FORCES TECHNICAL TRAINING COMMAND
Miami Beach, Florida

To All Officers and Officer Candidates, Officer Candidate School, Miami Beach, Florida:

Here in the Officer Candidate School you have received a basic military and academic training. It has been fo you a rigid and difficult course. In your stay here you have shown the traits of character, the leadership, the initiative, and the stamina necessary in an officer. Carry with you to your new assignment these qualities and the tradition of success of those who graduated before you.

My congratulations to you on your appointment as officers and my wishes for continued success on your future journey.

Donald G. Storck

Lieutenant Colonel, Air Corps
Director of Training
Officer Candidate and Officer Training School

CHARLES F. BAAR
First Lieutenant, Air Corps
Assistant Director of Training
Officer Candidate and Officer
Training School

EDGAR W. FRANKLIN
Second Lieutenant, Air Corps
Assistant to Colonel Storck

ALBERT S. CLINKSCALES
Major, Air Corps
Director, Officer Candidate School

HEADQUARTERS
OFFICER CANDIDATE AND OFFICER TRAINING SCHOOL
ARMY AIR FORCES TECHNICAL TRAINING COMMAND
Miami Beach, Florida

To All Officers and Officer Candidates, Officer Candidate School, Miami Beach, Florida:

The Officer Candidate School of Miami Beach, Florida, has for its objective the military, administrative and physical training of officer candidates sufficiently to qualify them for commissioned officers of the Army of the United States. It is the desire of the Commanding Officer and his entire staff of instructors, both tactical and academic to develop in this training, primarily, the cardinal virtue of LEADERSHIP, America's foremost need in this hour. Great leadership of the genius type is always desirable, but our crying need now is an abundance of the small, capable, tenacious type of leadership which General Gruber has called "the common, garden variety."

At this school you, as officer candidates, have been subjected to strict discipline. At first, you may have wondered why such discipline was imposed, and why such exactness and punctuality were demanded. The value of this training, however, will become apparent as you take your places as leaders of men. While here, your academic studies have given you administrative training essential for ground officers of the Air Corps.

The graduates of this school are now serving with distinction in all parts of the world and have established a high standard of excellence in the various units to which they have been assigned. These standards of efficiency should spur you to emulate their example and to live up to the Leadership they have demonstrated.

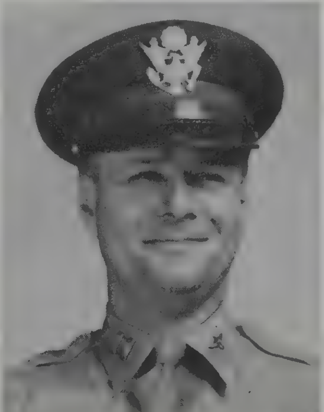
Remember that the superior type of officer continues to improve himself professionally. We feel that the lessons which you have learned at Miami Beach will constitute a firm foundation upon which you can erect a successful career. Good luck!

Albert S. Clinkscales
Major, Air Corps
Director, OCS

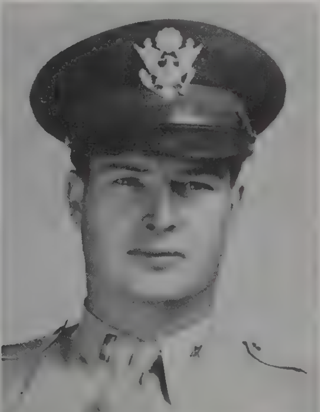
WESLEY C. DEVER
Major, Air Corps
Director of Military Department

STUART L. DAVIS
Major, Air Corps
Assistant Director, Officer Candidate School

ROLLIN R. RICHARDS
Captain, Air Corps
Director, Academic Department



GEORGE A. SMITH
Second Lieutenant, Air Corps
Assistant to Major Clinkscales



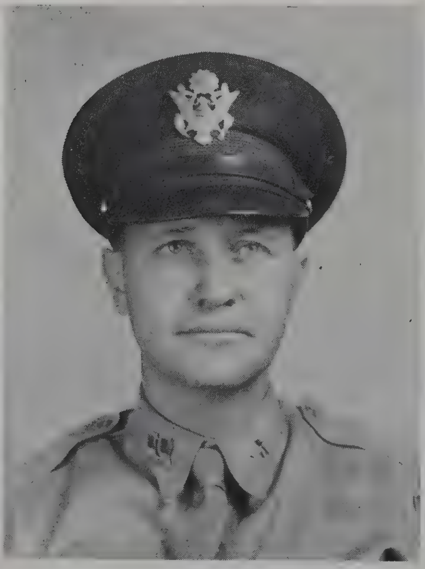
WESLEY C. DEVER
Major, Air Corps
Commanding

HEADQUARTERS STAFF

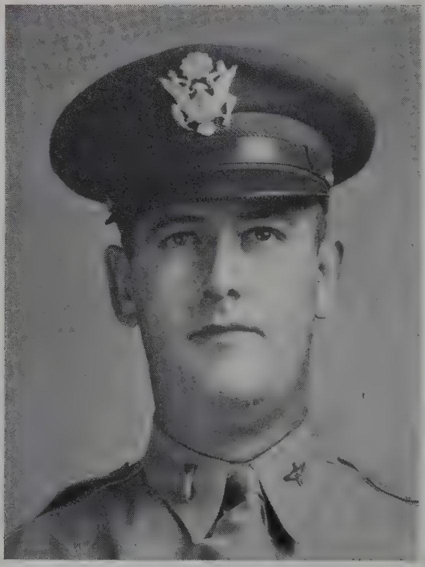
CORPS OF OFFICER CANDIDATES

OFFICER CANDIDATE SCHOOL

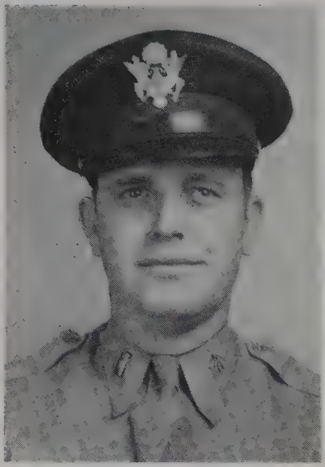
RALPH N. CLICQUENNOI
Captain
Executive Officer



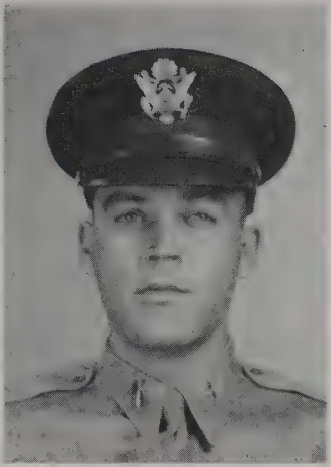
RAY E. BLACK
Captain
Ordnance and Supply Officer



JAMES W. RIDDICK
First Lieutenant
Adjutant

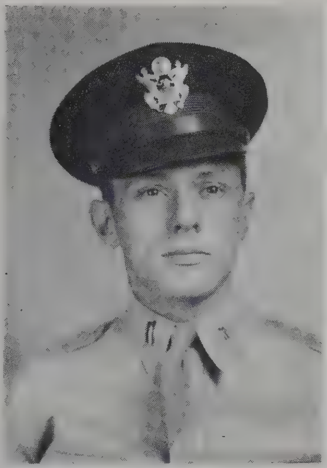


MARTIN L. GUTHRIE
First Lieutenant
Assistant Executive Officer



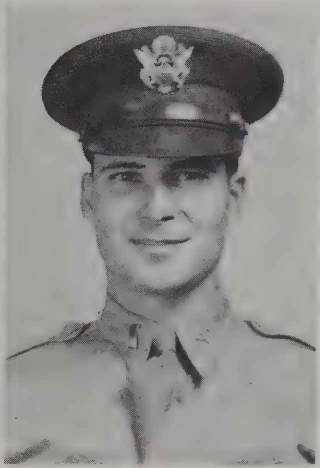
CLARK OWEN
Second Lieutenant
Assistant Adjutant

HEADQUARTERS STAFF

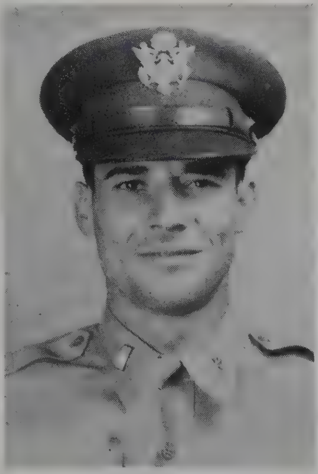


WILLIAM J. WELSH
First Lieutenant
Director of Physical Training

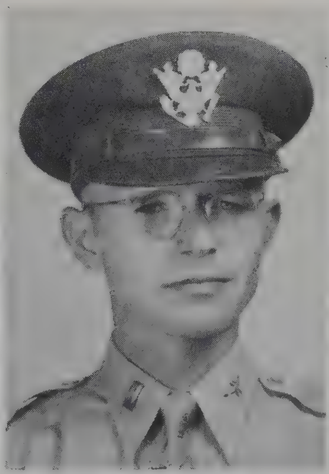
J. E. McNALLY
Second Lieutenant
Assistant Plans and Training Officer



G. H. MADDING
Second Lieutenant
Grades and Records Officer



THOMAS B. HAMILTON
Second Lieutenant
Ordnance and Supply Officer



LEONARD R. ELFERVIG
Second Lieutenant
Assistant Plans and Training
Officer

EUGENE J. BRADLEY
Assistant Plans and Training
Officer

Corps ★

Headq

uarters

HISTORY OF THE OFFICER CANDIDATE SCHOOL

* * *

The Army Air Forces' Officer Candidate School is an outstanding tribute to the speed and efficiency of the Army. On February 16, 1942, an order activating the school was given to Colonel James S. Stowell, then in Washington, D. C., and on February 23 this school was opened with a full schedule composed of academic classes and physical training courses, coupled with a rigorous 24-hour-per-day military training program.

The purpose of the OCS is to furnish the Air Forces with officers who are qualified to take over the administrative duties, thereby relieving flying officers for combat duty. Toward this end the Academic Training Department has reduced a difficult and detailed course to a systematized general instruction program. Training manuals initiated by this department are now in use throughout the Army. The physical training department likewise has maintained a schedule of a "muscle-a-day" to the point where graduating officer candidates are at the peak of physical condition. The military department completes the three phase program with the training of future officers in the essential element of an efficient army—discipline.

Thus in three short months the officer candidate goes through one of the most diversified and rigorous training periods ever known in the Army.

Officer Candidates who leave this school will long remember the first four squadrons and the continued growth of the Corps to the present time when a single group, massed for parade, exceeds the size of the entire school at its inception. They will never forget the long, arduous first days as an underclassman, the first days as upperclassmen, the singing in ranks, the first Open Post, Chapel under the Palms, the thrill of trying on the newly purchased Officer's Blouse and Cap, and finally graduation.

* * *

★ COMING IN ★

The long walk from the cars to headquarters is made by an incoming batch of would-be officers. Everything from Sergeants to Privates with an occasional Warrant Officer can be seen.

Candidates must be in perfect physical condition to undergo the rigorous OCS training. Here they get a complete physical check-up.

★

Lining up on arrival at OCS Headquarters, the new men can't help feeling conspicuous.

Dreams come true as the new arrivals inspect their new uniforms. It's goodbye to Sergeant's stripes now; it'll be just plain "Mr." until he gets his commission.

★

Getting room assignments for the first time is a big thrill, especially when it is a swank Miami Beach hostelry. It isn't good form to ask "With private bath, please."

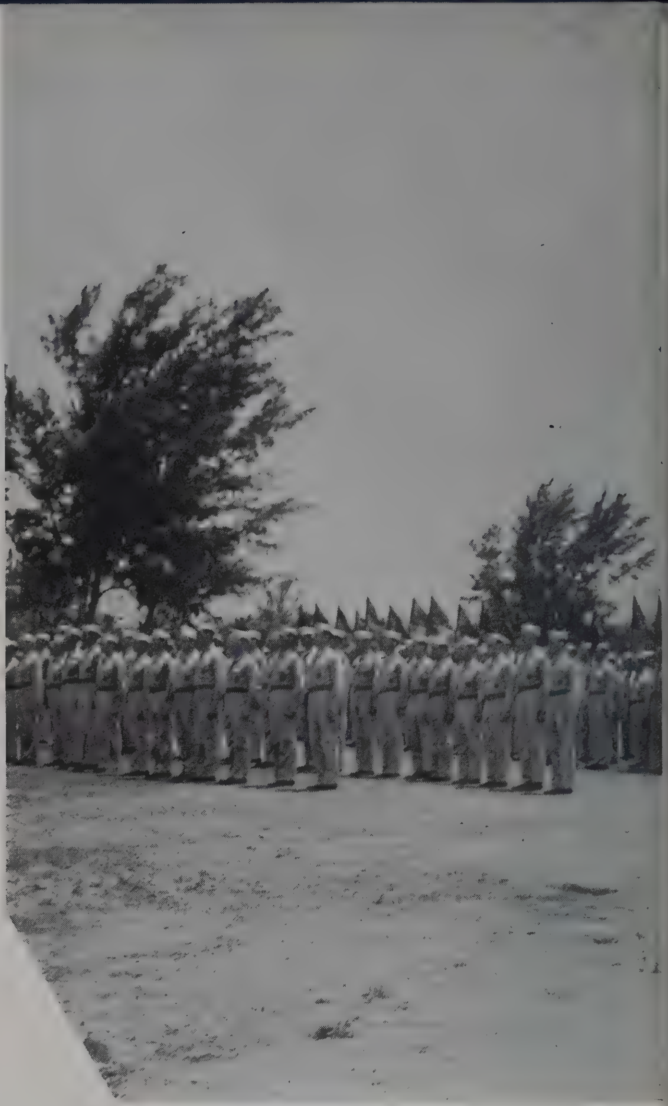
Many and long are the hours spent by the newly-arrived candidate learning to make his bed, "just so."

★

New Officer Candidate reports in to the C. O., "Sir, I wish to report . . ."

"Fall in for inspection" are words that the candidate will hear many a time and oft during his stay at OCS.

Candidates on way to the parade ground.



On review.

OFFICER CANDIDATES

Regular reviews are a feature of the OCS. Squadrons are closely graded on their smartness, precision and military bearing, and these

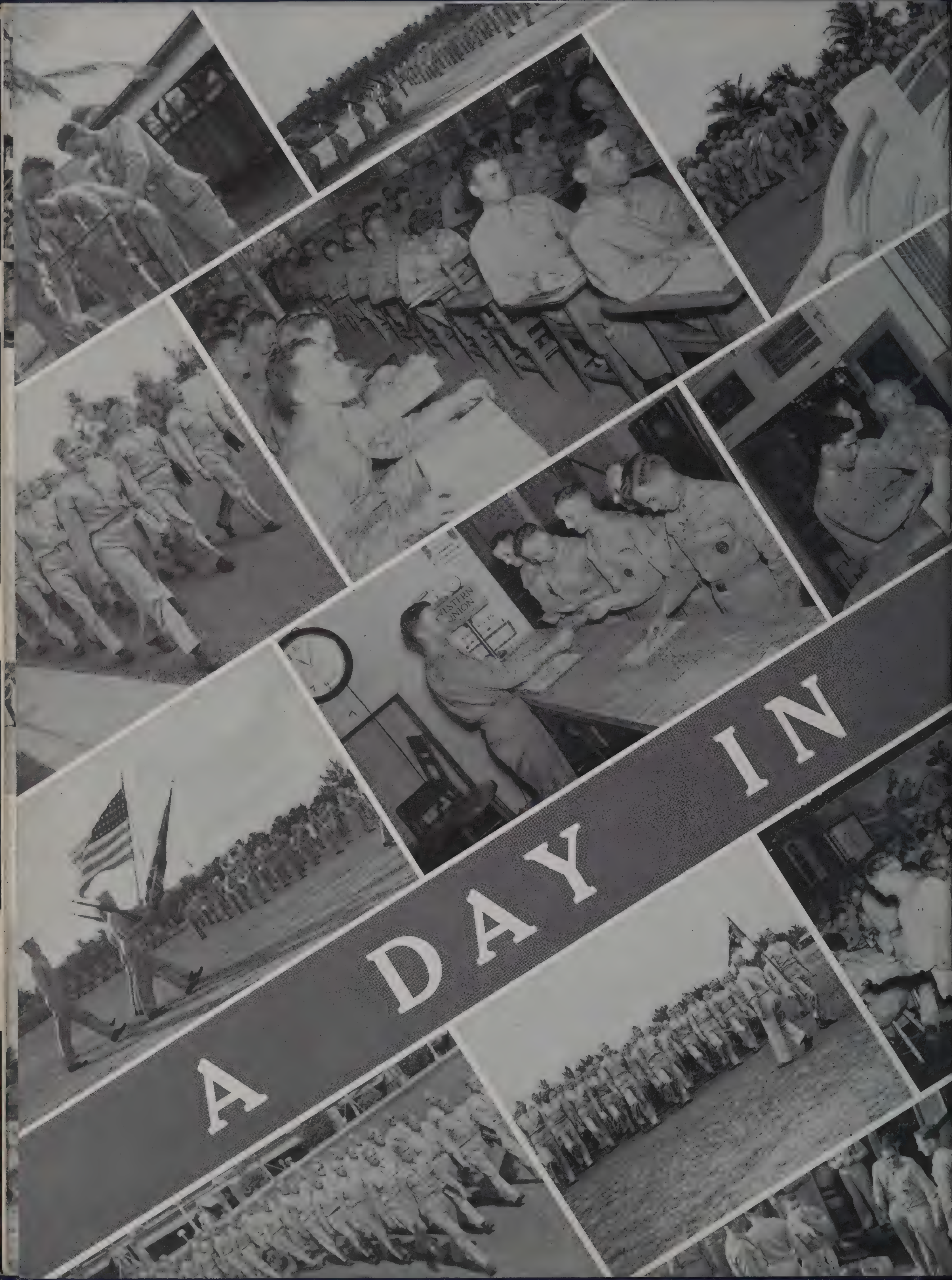
The OCS band plays a stirring march for the review.

The color guard passes in review.

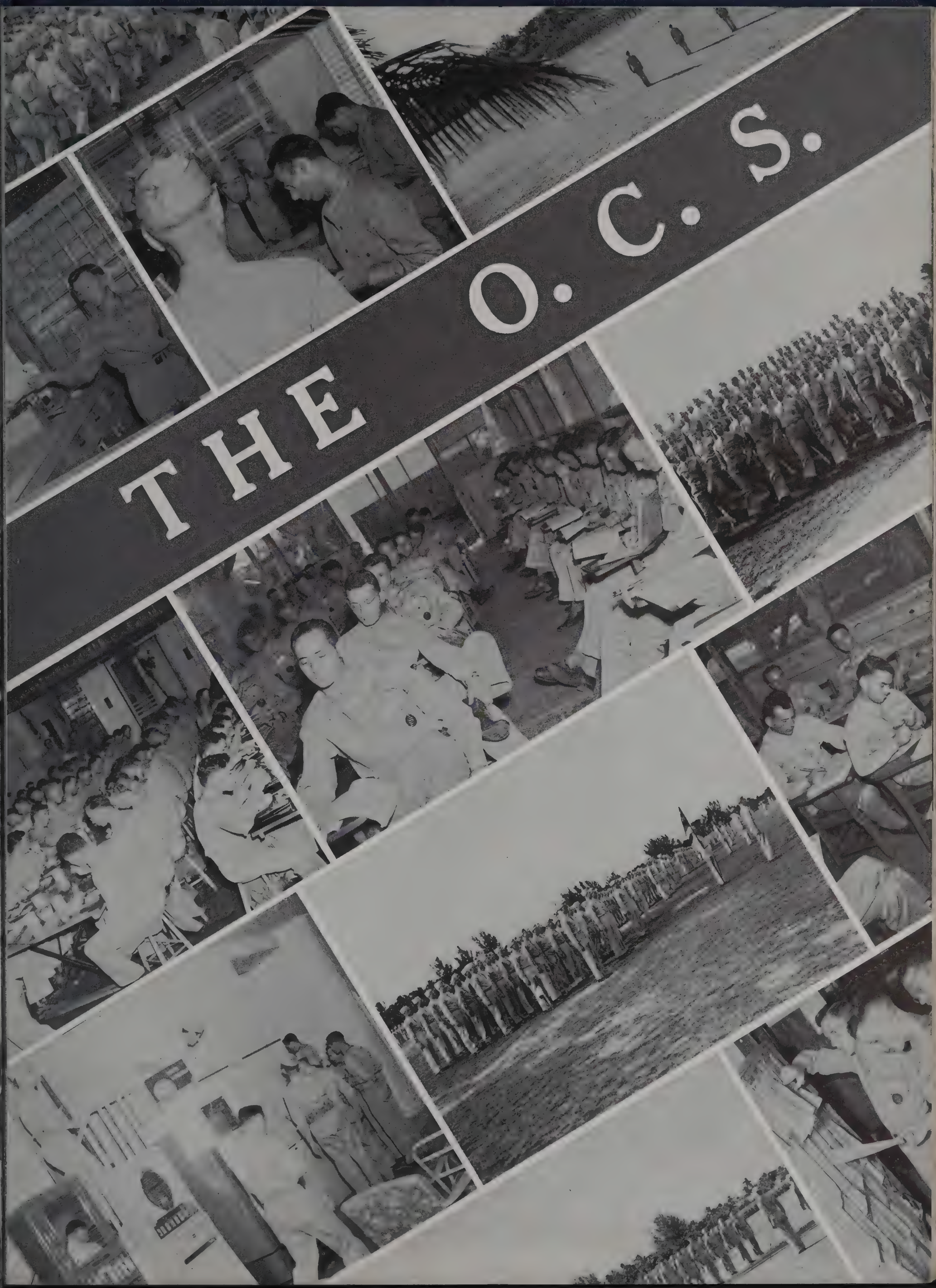
ON REVIEW ★ ★

grades are carefully recorded. As a consequence there is a great deal of rivalry between squadrons, and every one is out to be ranked first.

A DAY IN


WESTERN UNION

THE O. C. S.

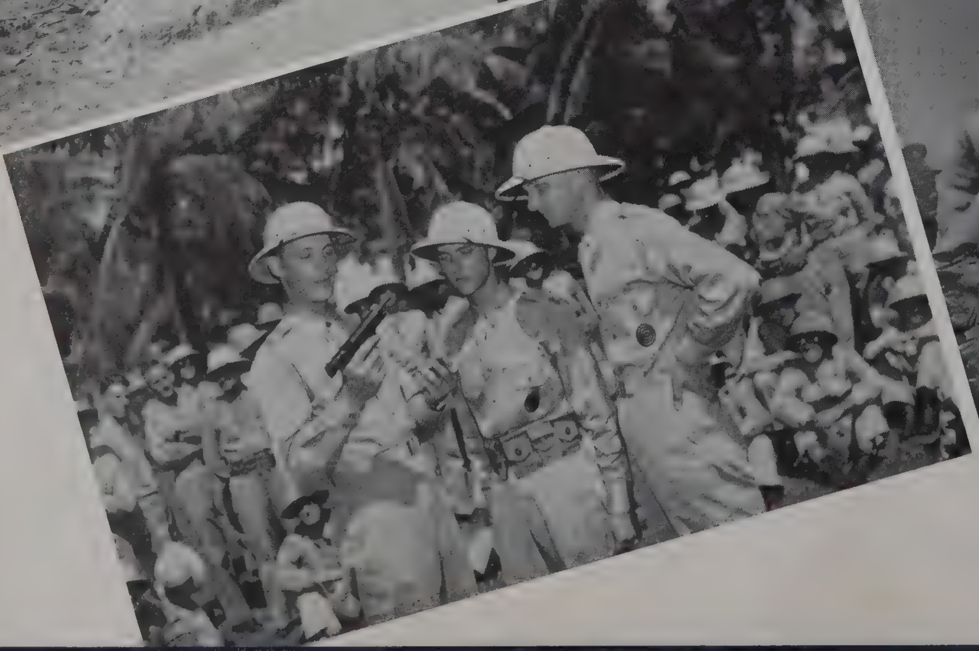


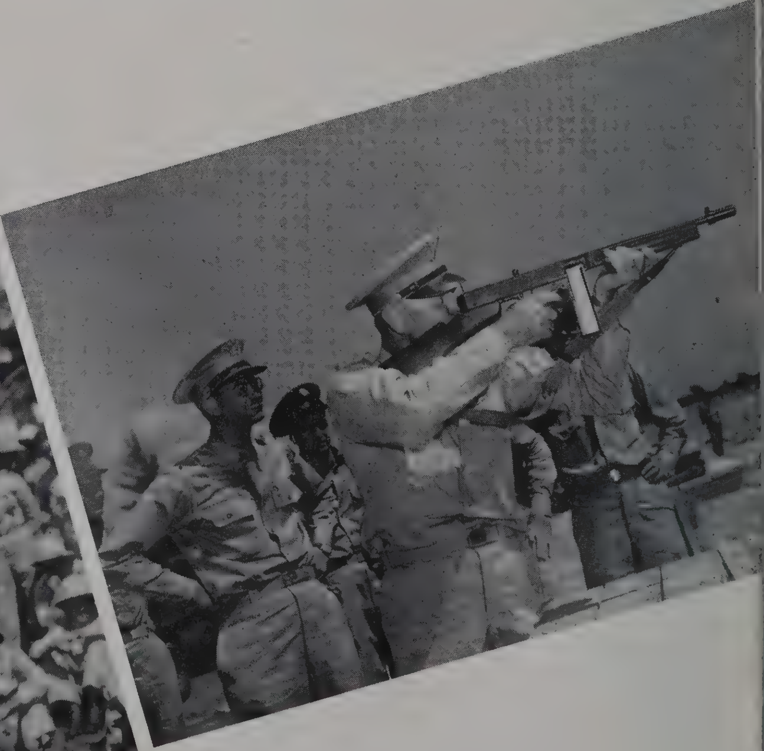
INSTRUCTING A SQUAD IN PISTOL FIRING

INSTRUCTION

★

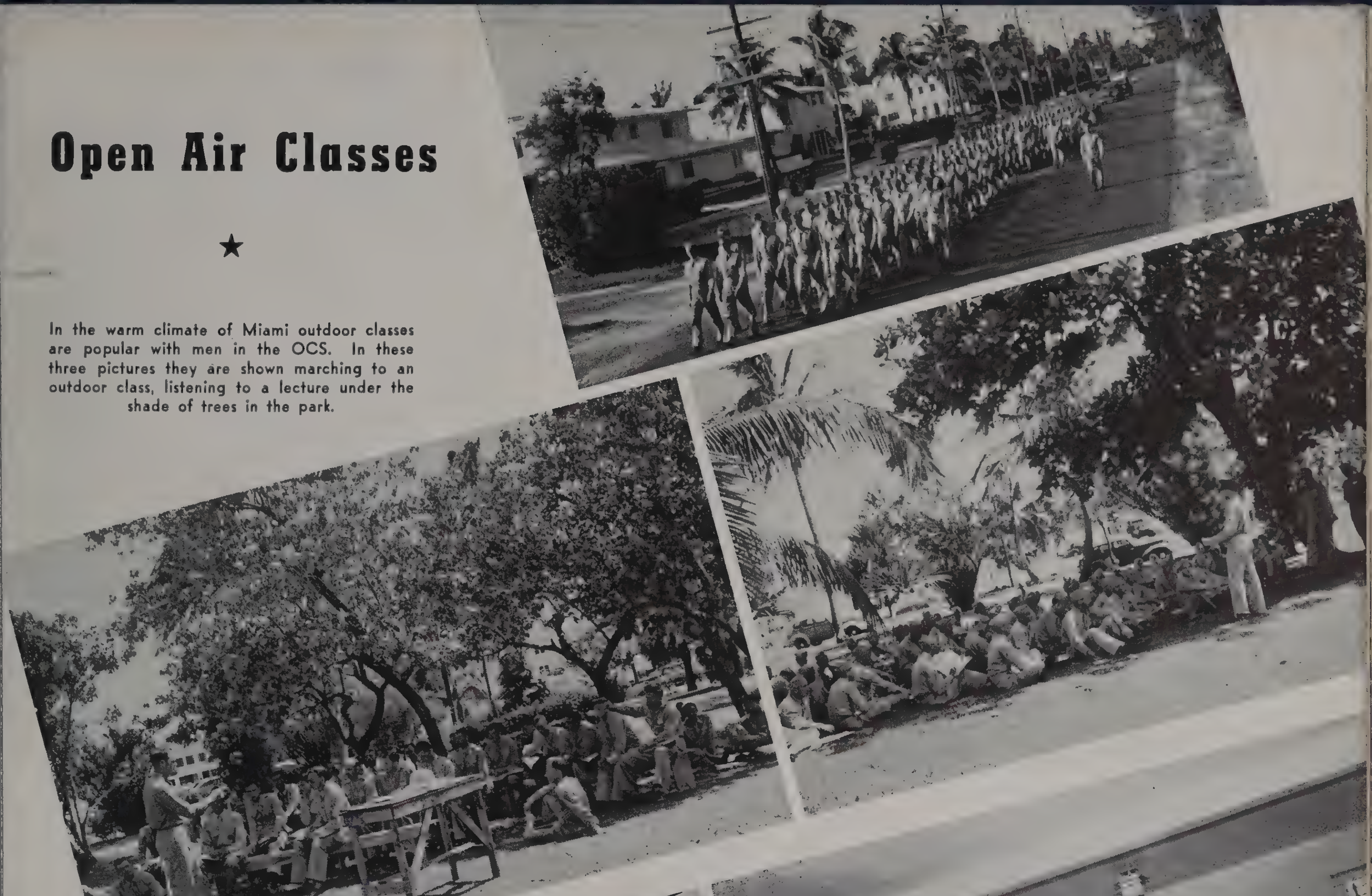
Left: Candidates learn to fire rifles. Left, Below: Pistol firing instruction. Below: General Wooten tries his hand at a Tommy Gun.

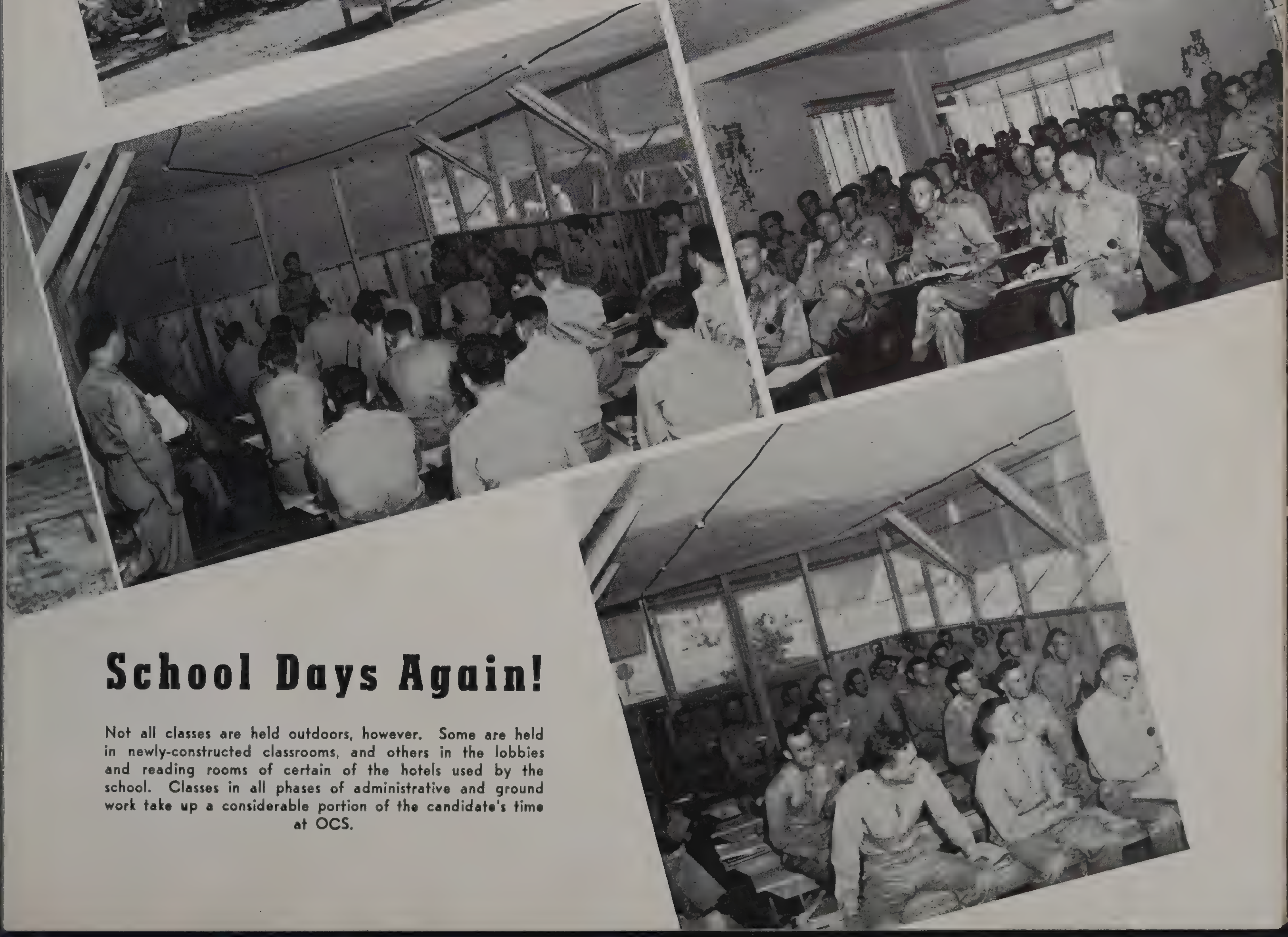




Open Air Classes

In the warm climate of Miami outdoor classes are popular with men in the OCS. In these three pictures they are shown marching to an outdoor class, listening to a lecture under the shade of trees in the park.





School Days Again!

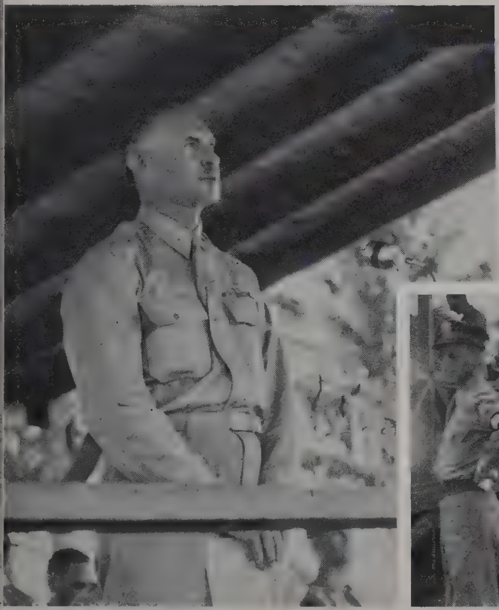
Not all classes are held outdoors, however. Some are held in newly-constructed classrooms, and others in the lobbies and reading rooms of certain of the hotels used by the school. Classes in all phases of administrative and ground work take up a considerable portion of the candidate's time at OCS.

★ ★ GRADUATION

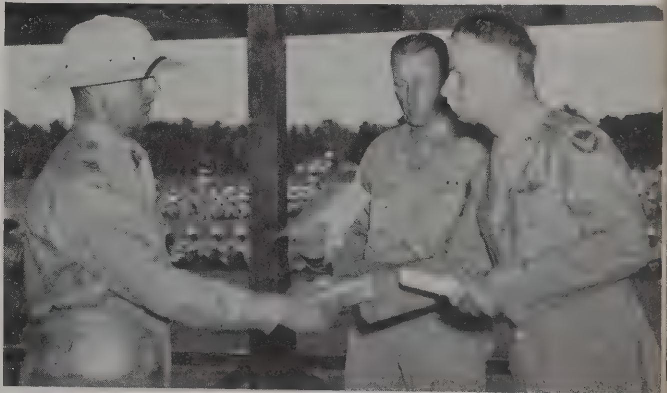
★

High point of the entire life of the Officer Candidate is that golden day when he gets his bars and is—at last—an officer. Impressive ceremonies surround the awarding of the coveted commissions, signifying that the candidate has passed the gruelling course satisfactorily. On this page we see a few of the scenes surrounding the event. Above are the colors being presented, at the left is the graduating class seated with its guidons in front, and below the honor guard graduates march.

EXERCISES



At left: General Wooten addresses graduates; below: candidates file up to receive diplomas; right, top: the flag is presented to graduating class; below: a candidate gets his diploma; at bottom of page, candidates are sworn in as Second Lieutenants.



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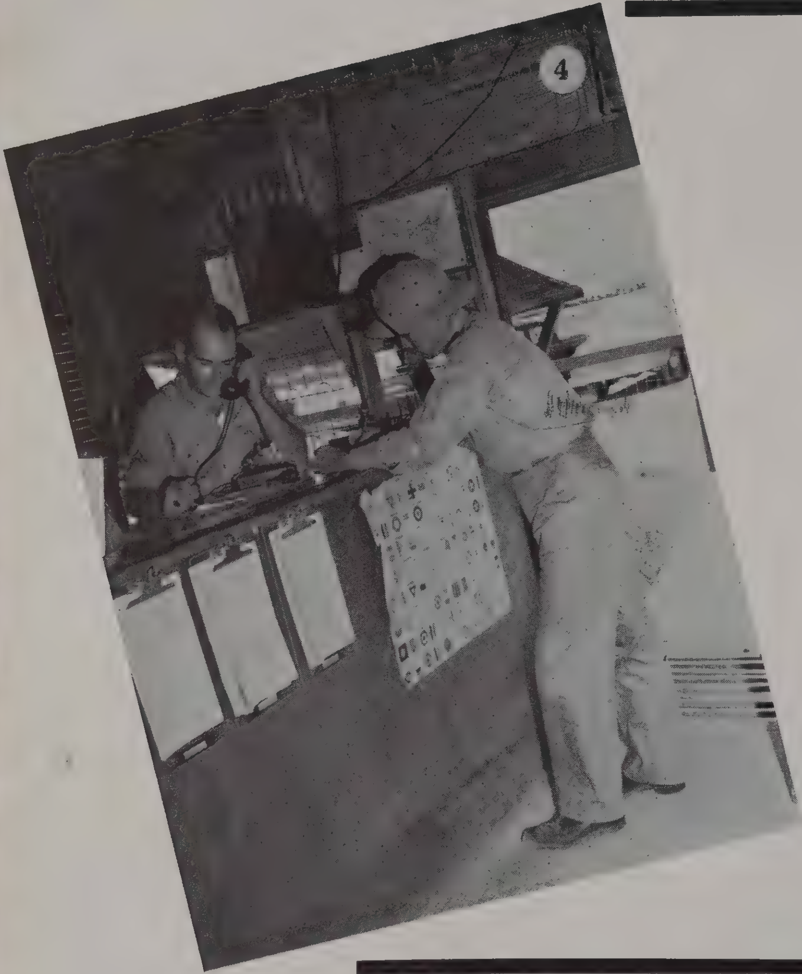

4

THEY KEEP 'EM FLYING

On these pages are shown a few of the many duties that fall to the lot of ground and administrative officers. Number 1 shows the Squadron Commander seated at his desk, which is the center of the activity of the squadron. No. 2 shows a conference of the flight control officers planning a projected flight by the squadron; No. 3 shows the flight control officer at his desk laying last-minute plans; No. 4 shows the bulletin room, where flight control, weather information and all other pertinent data are collected, compiled and distributed. No. 5 and No. 6 show the Supply Officer in the Supply and Maintenance Department. It is his duty to see that the squadron has the necessary equipment for the operation and that this equipment is in the necessary repair. No. 7 shows the ground mechanics giving the plane a last-minute check before the take-off. No. 8 shows the engine and maintenance mechanics leaving the plane. No. 9 shows the operations officer giving the pilot and navigator final instructions on the flight. No. 10 shows the pilot and navigator coming aboard the plane. No. 11 and No. 12 show the plane taking off with the ground crew watching as the plane leaves the ground.

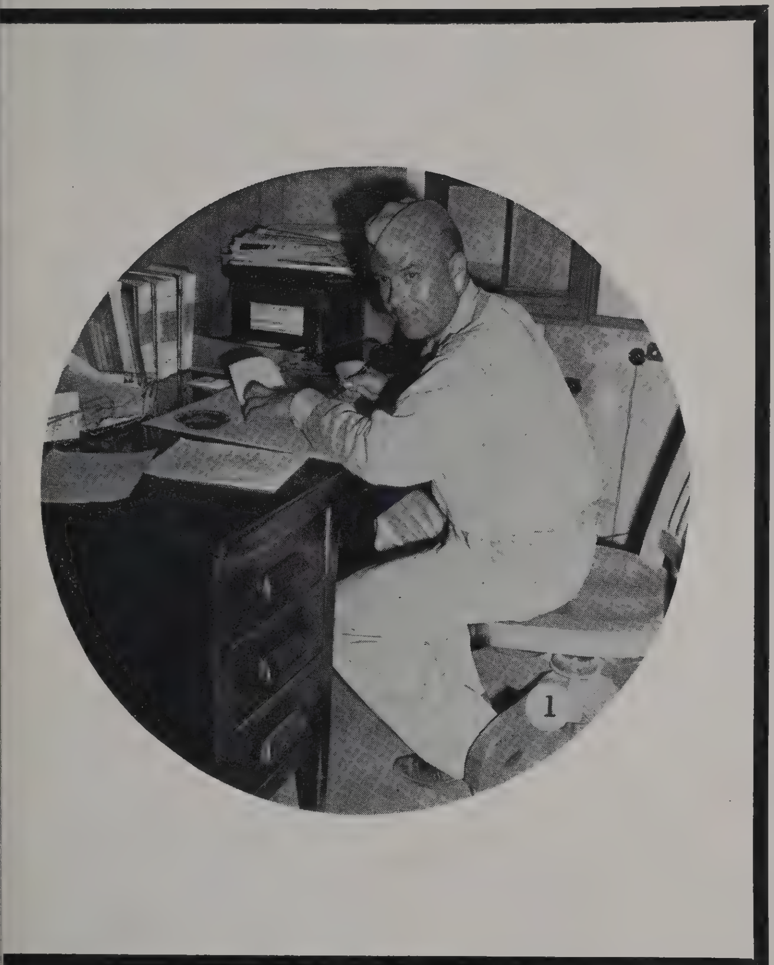
Administration is a complicated task, involving the cooperation of many officers and men to one single end . . . to get the planes off on schedule, to keep 'em ready for the air, and to plan in such a way that the crews will be able to fulfill their mission of destroying the enemy.

5

6

7

8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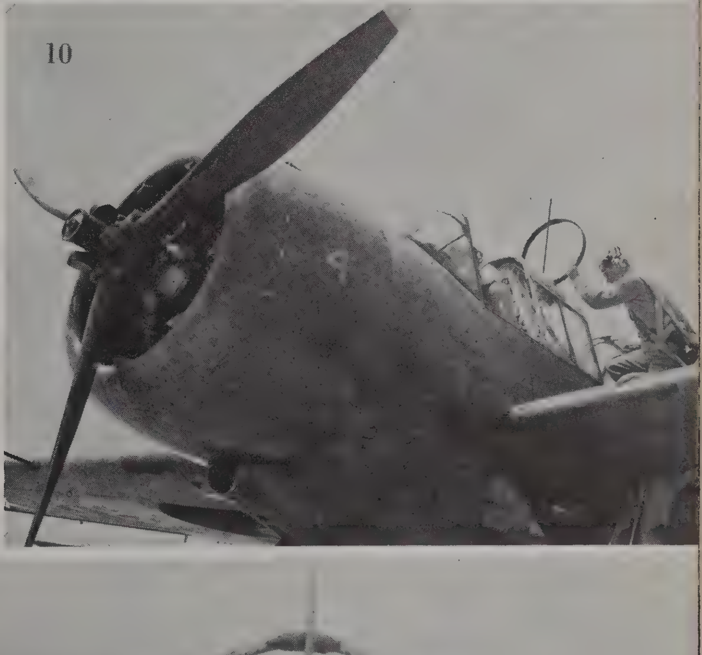
9


10

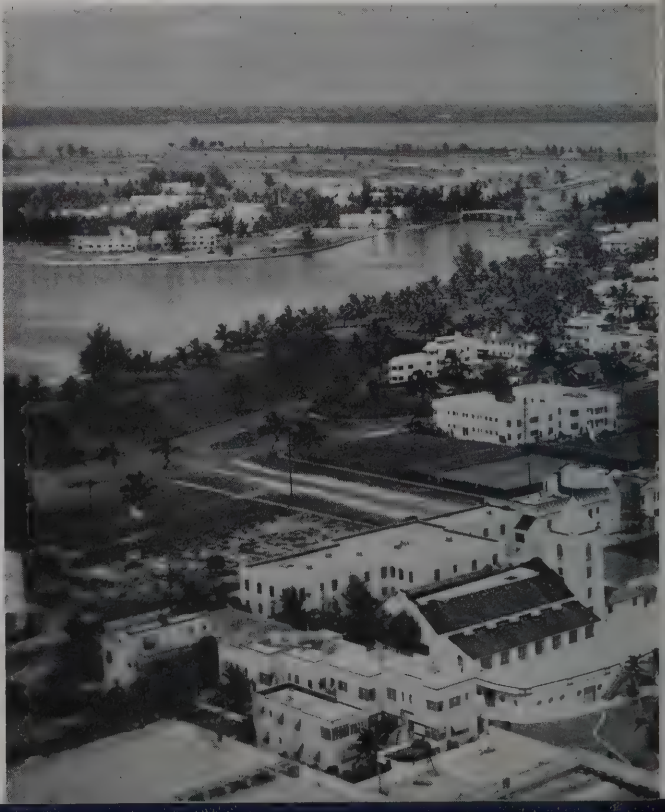
11

12

M I A M I

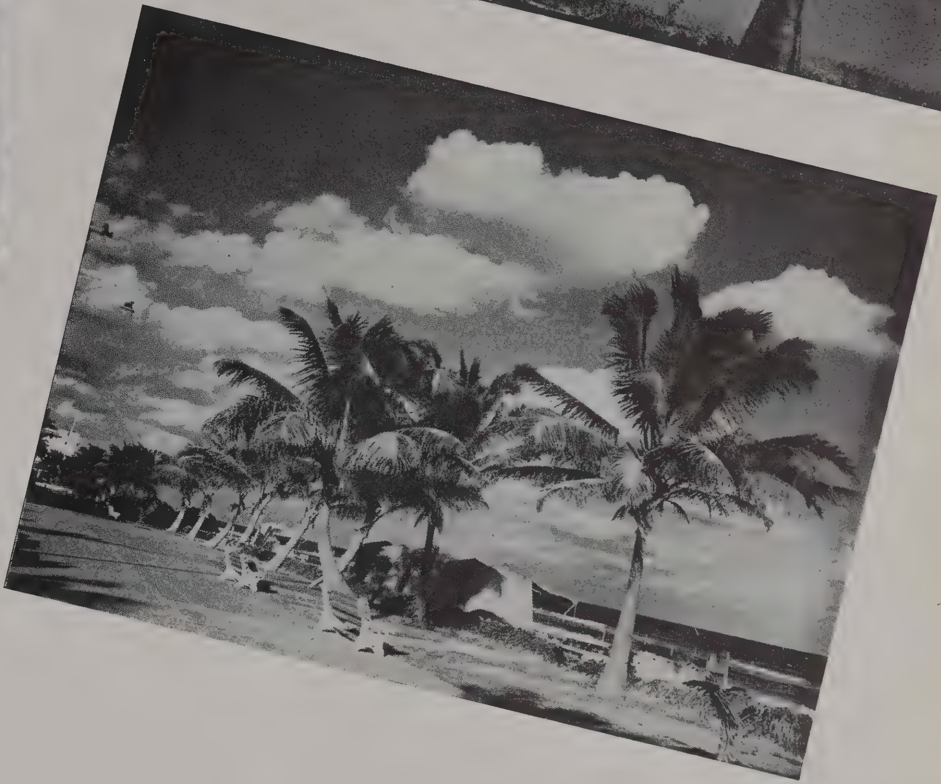
Training Ground
Candidate

★



BEACH

of the Officer School



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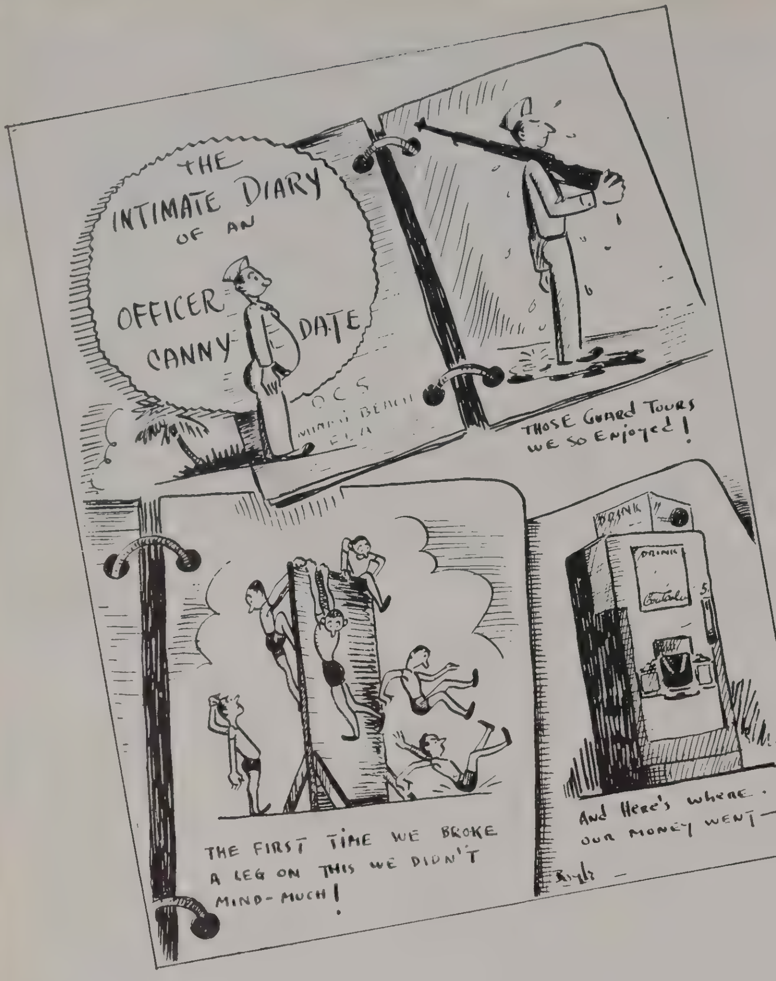
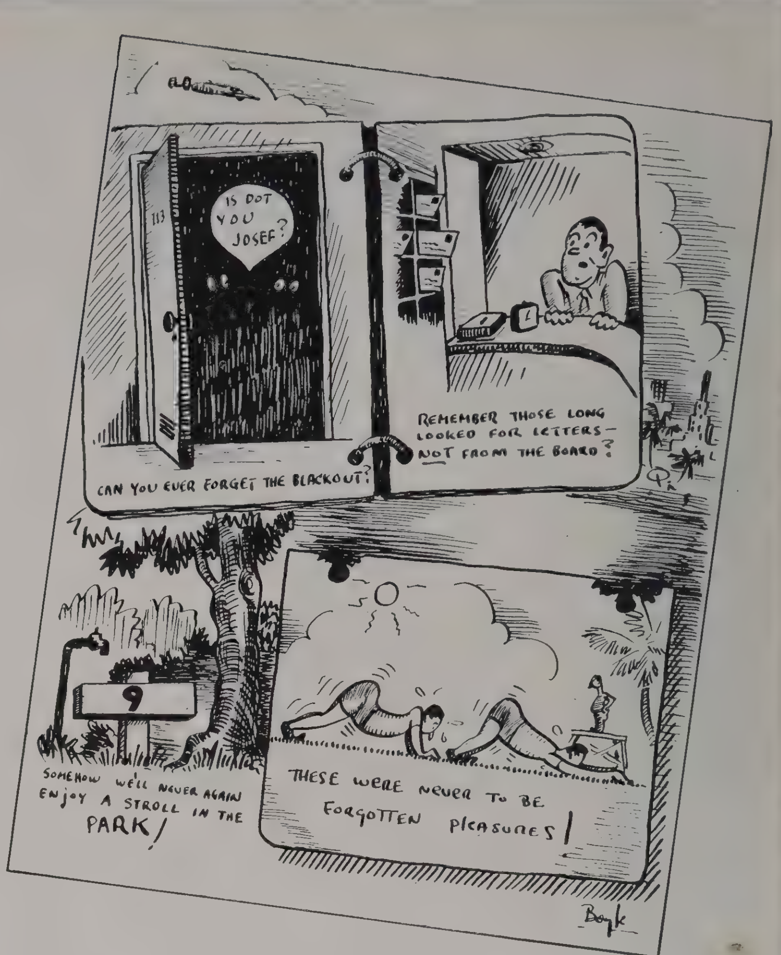
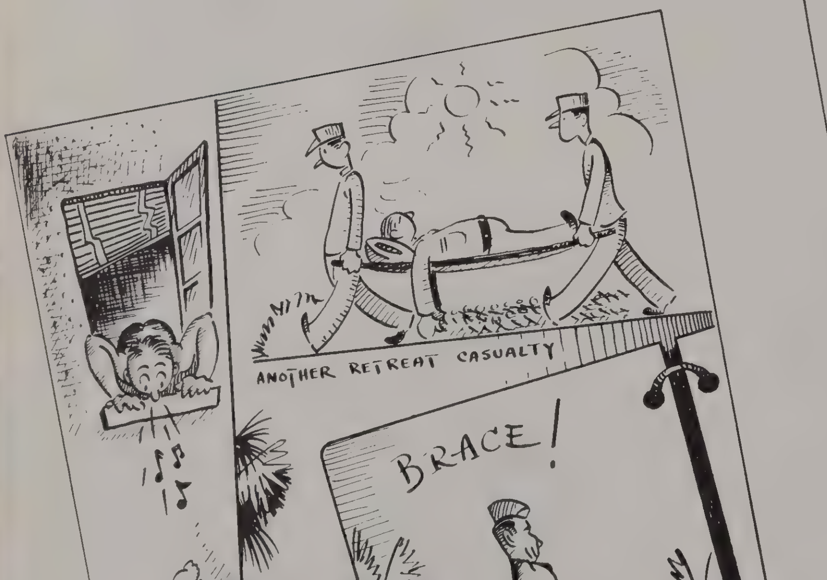
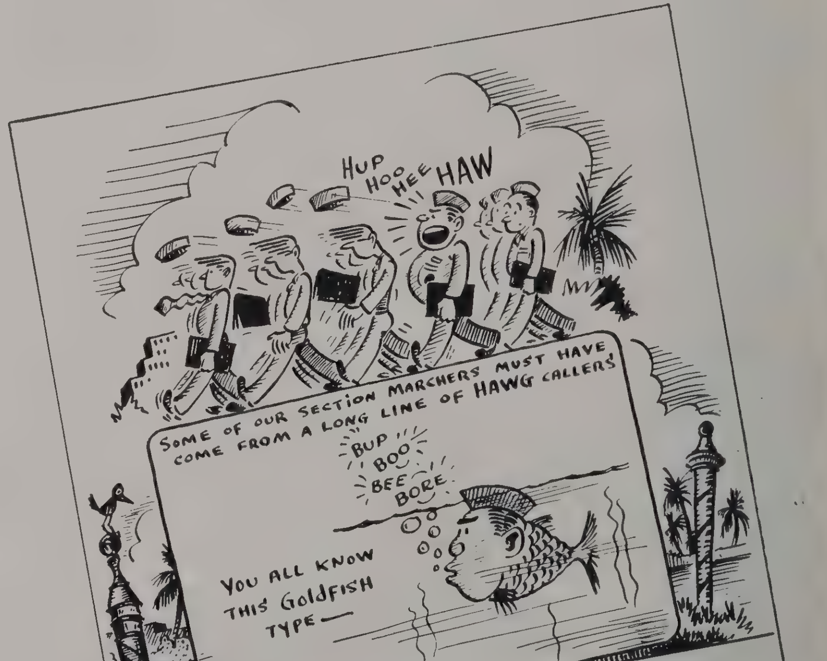
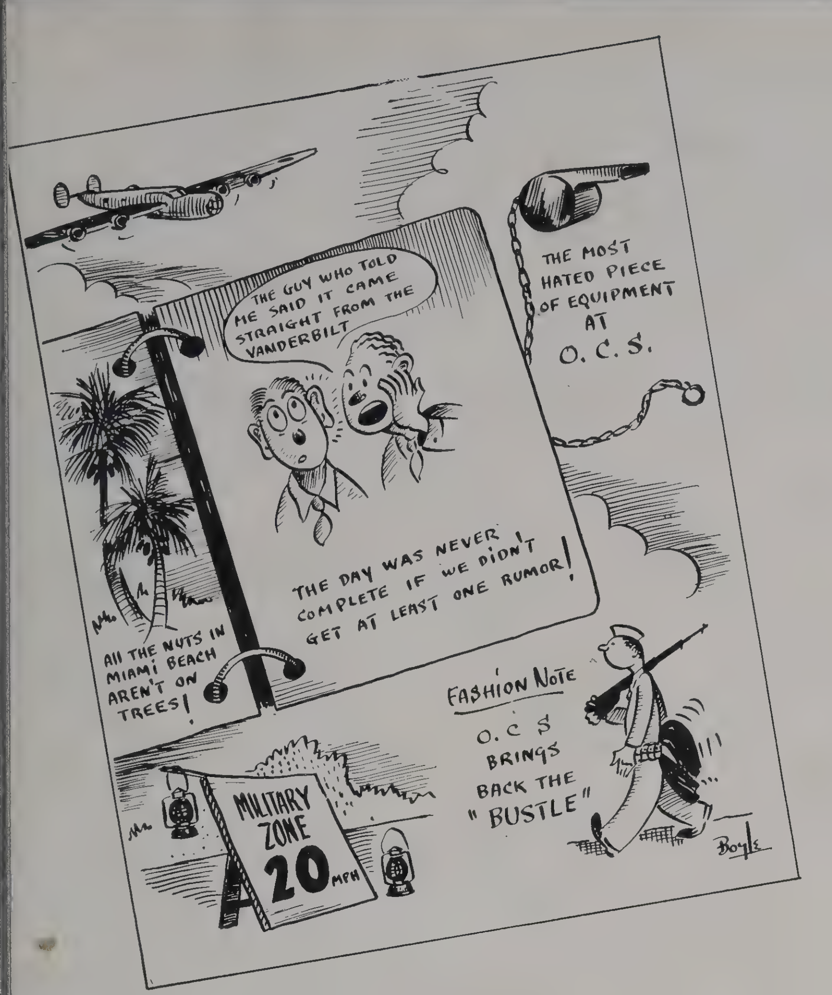
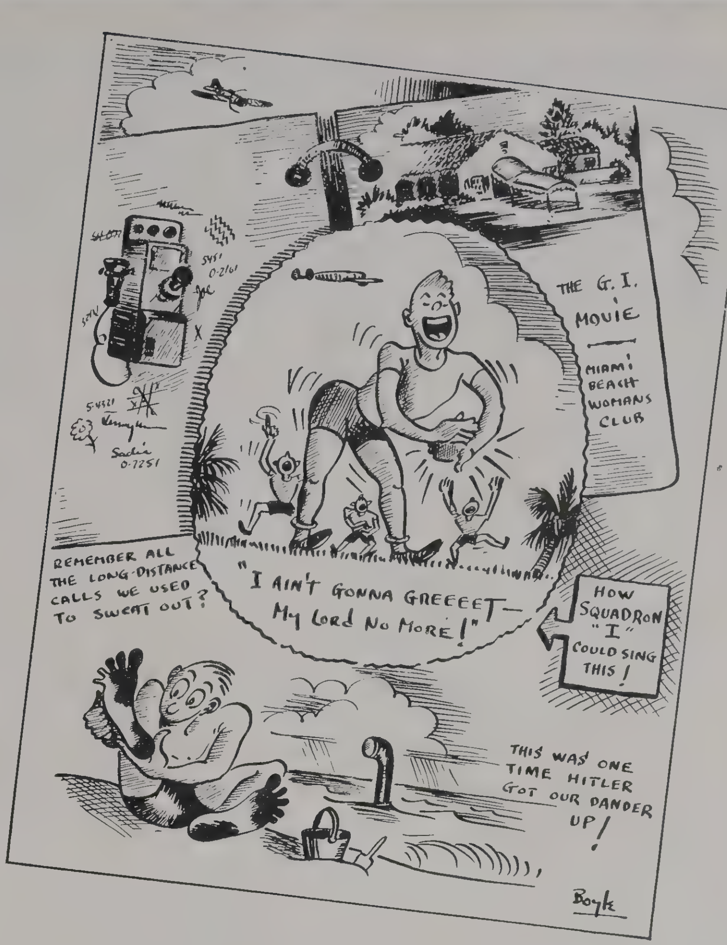

THE INTIMATE DIARY OF AN OFFICER CANNY DATE
O C S MIAMI BEACH FLA
THOSE Guard TOURS WE SO Enjoyed!
BRINK
DRINK
Coca-Cola
5
THE FIRST TIME WE BROKE A LEG ON THIS WE DIDN'T MIND-MUCH!
And Here's where our MONEY WENT—
Boyle

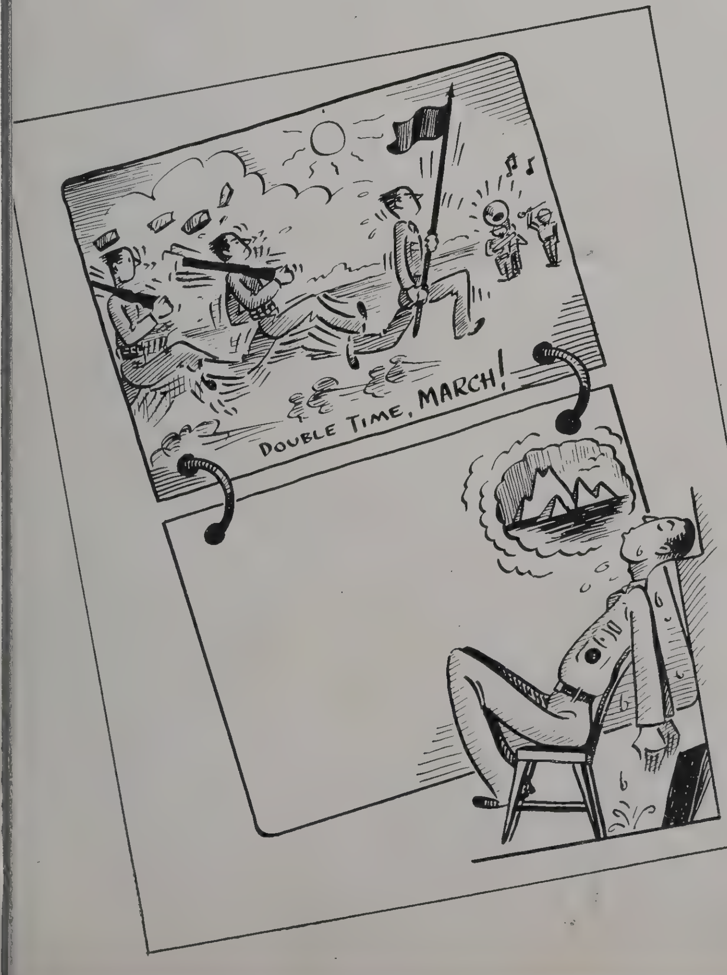

113
IS DOT YOU JOSEF?
CAN YOU EVER FORGET THE BLACKOUT?
REMEMBER THOSE LONG LOOKED FOR LETTERS— NOT FROM THE BOARD?
9
SOMEHOW WE'LL NEVER AGAIN ENJOY A STROLL IN THE PARK!
THESE WERE NEVER TO BE FORGOTTEN PLEASURES!
Boyle

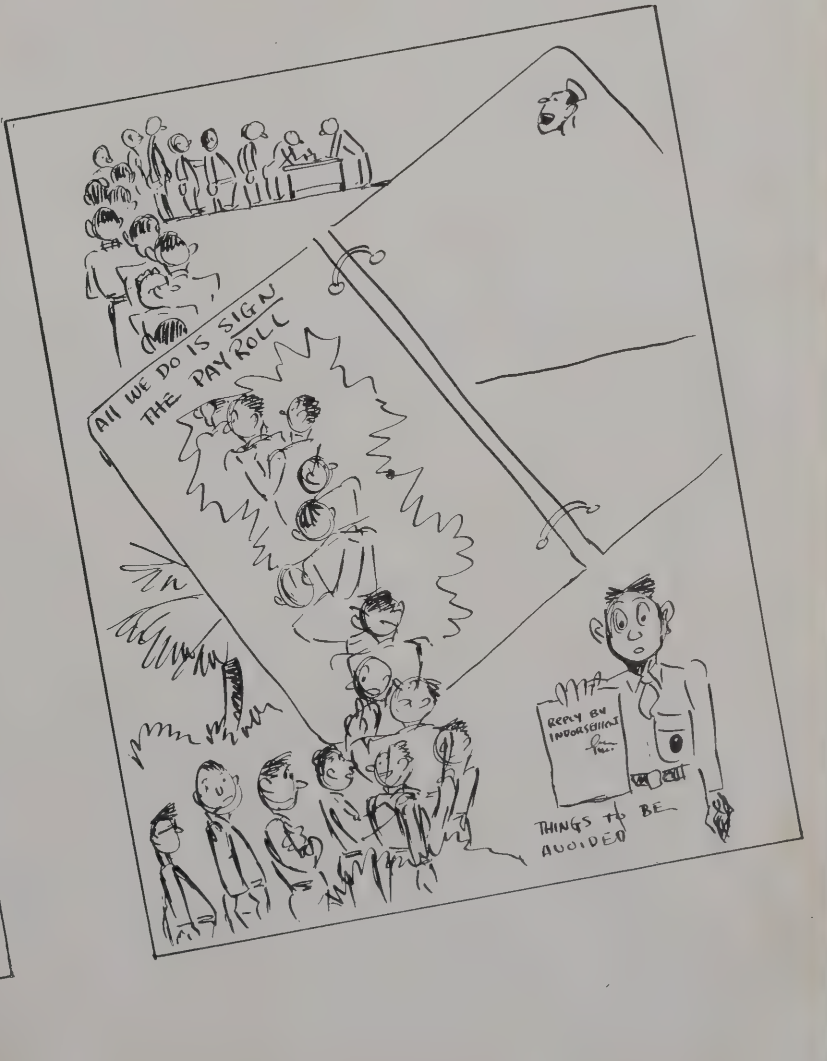

ANOTHER RETREAT CASUALTY
BRACE!
REMEMBER HOW, AS UNDERCLASSMEN WE WERE ALWAYS ON THE INSIDE-LOOKING OUT!
Boyle


HUP HOO HEE HAW
SOME OF OUR SECTION MARCHERS MUST HAVE COME FROM A LONG LINE OF HAWG CALLERS
BUP BOO BEE BORE
YOU ALL KNOW THIS GOLDFISH TYPE—
"BLESS MOMMA AND POPPA AND PLEASE MAKE IT RAIN FOR RETREAT"
WE USED TO THINK THESE WERE MAILBOXES!
Boyle


THE GUY WHO TOLD ME SAID IT CAME STRAIGHT FROM THE VANDERBILT
THE MOST HATED PIECE OF EQUIPMENT AT O. C. S.
THE DAY WAS NEVER COMPLETE IF WE DIDN'T GET AT LEAST ONE RUMOR!
ALL THE NUTS IN MIAMI BEACH AREN'T ON TREES!
FASHION NOTE
O. C S BRINGS BACK THE "BUSTLE"
MILITARY ZONE 20 MPH
Boyle


THE G. I. MOVIE
MIAMI BEACH WOMANS CLUB
5451 0-2161
Joe
X
5-4321
Sadie 0-7251
REMEMBER ALL THE LONG-DISTANCE CALLS WE USED TO SWEAT OUT?
"I AIN'T GONNA GREEEET— My Lord No More!"
HOW SQUADRON "I" COULD SING THIS!
THIS WAS ONE TIME HITLER GOT OUR DANDER UP!
Boyle


DOUBLE TIME, MARCH!


ALL WE DO IS SIGN THE PAYROLL
REPLY BY INDORSEMENT
THINGS TO BE AVOIDED

Snapshots

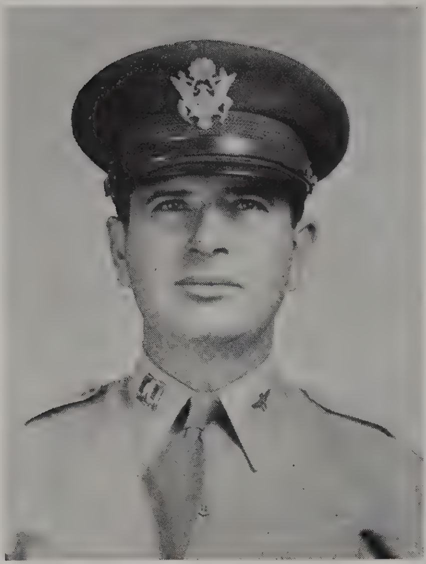
OFFICER CANDIDATE SCHOOL

SECOND WING—GROUP C-D

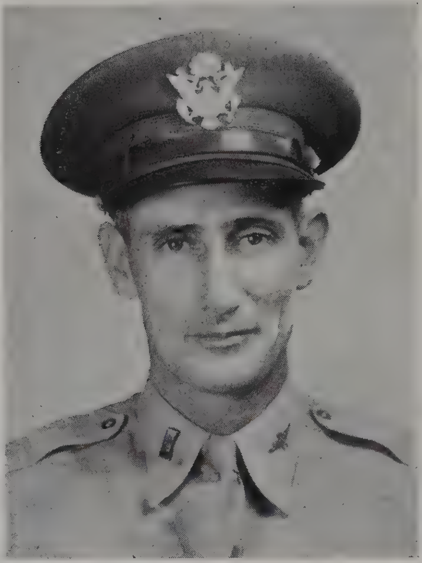
CLASS 43-C

MIAMI BEACH, FLORIDA

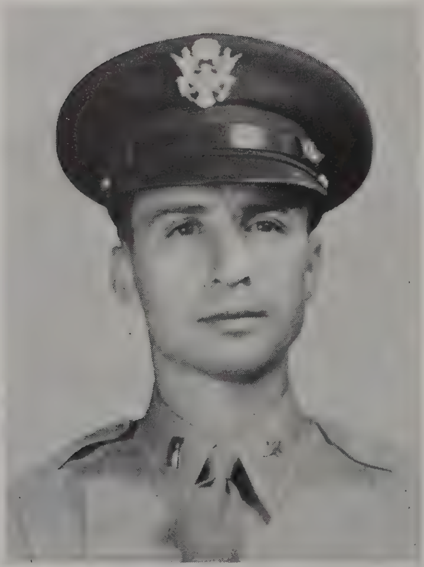
COMMISSIONED OFFICERS



VAN ALLEN H. RANDALL
Captain
Commanding Second Wing

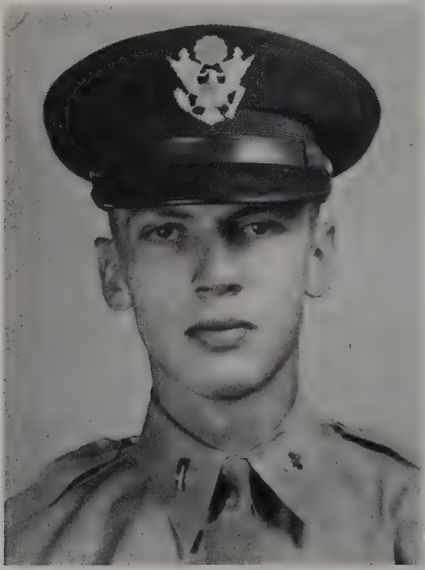


CLEO B. MOONEYHAM
First Lieutenant
Assistant Commander



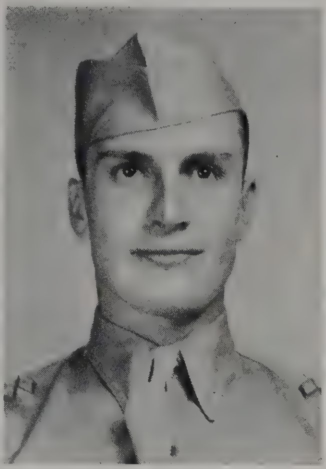
JOHN M. BARNES
First Lieutenant
Commanding Group C

★

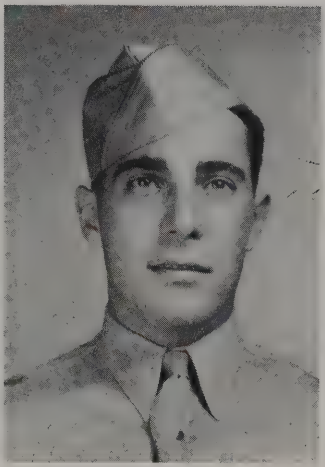


WILLIAM H. TROUP
First Lieutenant
Commanding Group D

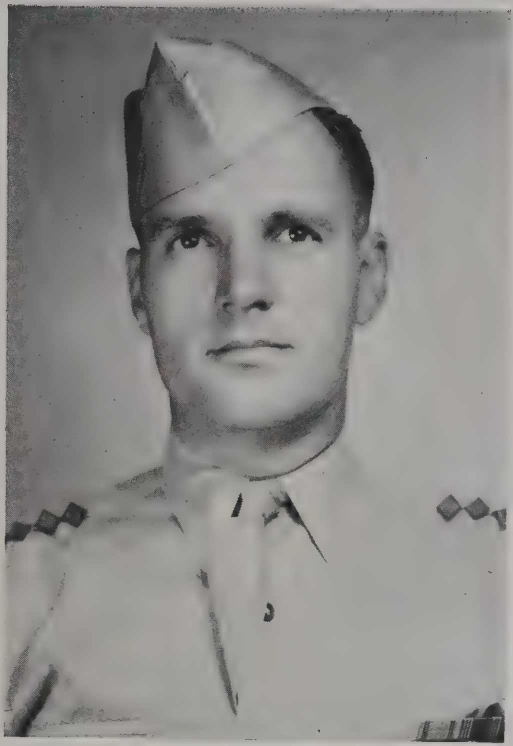
OFFICER CANDIDATE OFFICERS



JOHN B. MATEER
O/C Captain
Corps Adjutant

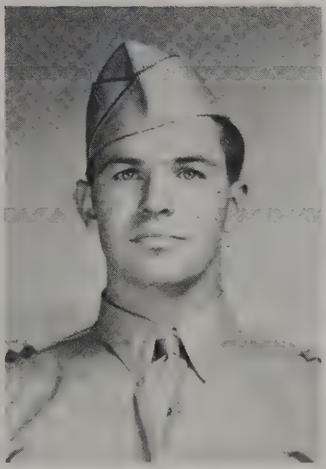


CHARLES E. LONG
O/C Captain
Corps Supply Officer

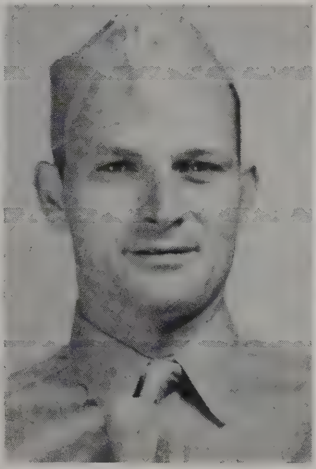


CARL W. SCHLEICHER
O/C First Captain
Corps Commander

SECOND WING OFFICERS



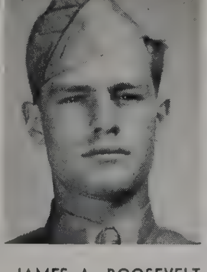
RAYMOND M. HIGGINS
O/C Captain
Commanding



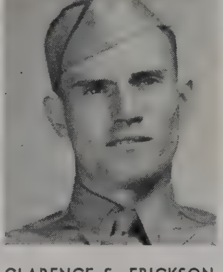
JAMES A. SCHACKELFORD
O/C Captain
Adjutant

JOHN M. GHENT
O/C Captain
Supply Officer

CORPS NON-COMMISSIONED OFFICERS

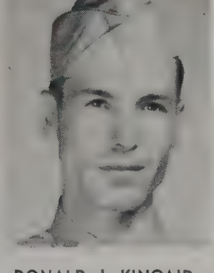


JAMES A. ROOSEVELT
Sergeant Major



CLARENCE S. ERICKSON
Supply Sergeant

SECOND WING NON-COMMISSIONED OFFICERS



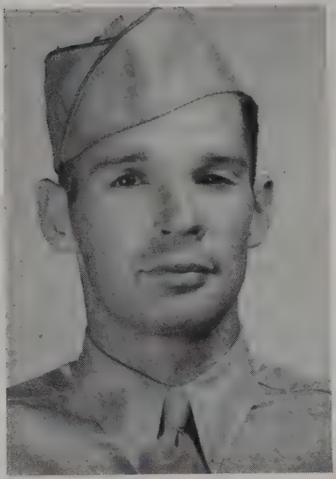
DONALD J. KINCAID
Sergeant Major

CHARLES G. BRANCH
Supply Sergeant

GROUP OFFICERS

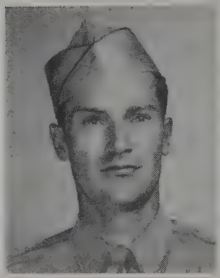
GROUP C

WALTER A. HOWARD
O/C Captain
Commanding



GORDON P. SCOTT
O/C Lieutenant
Adjutant

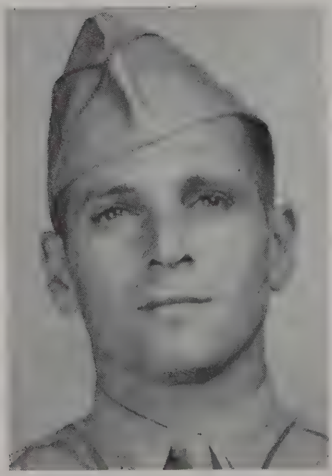
ROBERT S. BROOKS
O/C Lieutenant
Supply Officer



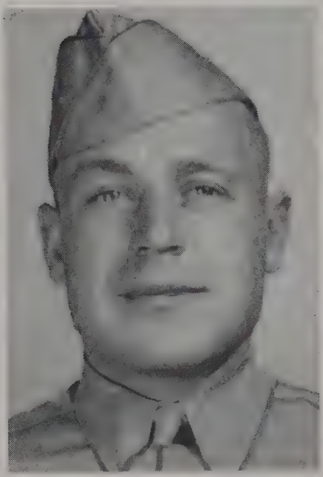
FRERERICK M. MARSH
Sergeant Major

* * *

GROUP D



EARNEST A. GRIMM
O/C Captain
Commanding



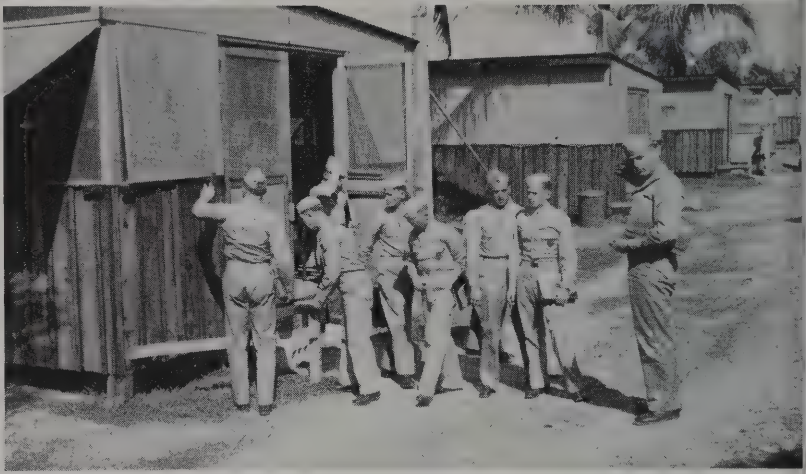
JOHN F. AUSTIN
O/C Lieutenant
Adjutant

RAYMOND P. SONNENBERG
O/C Lieutenant
Supply Officer

FRANK B. TAFFORD
Sergeant Major

GROUP

ACTIVITIES



. . . LEARNS

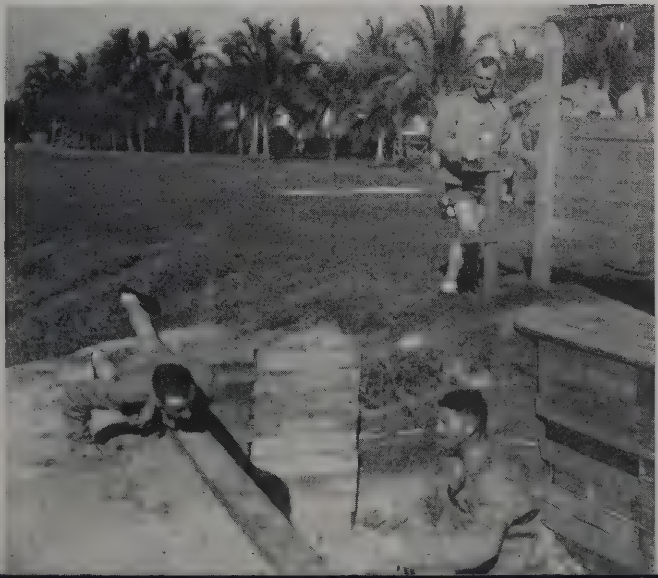
. . . EATS

37

. . . RELAXES

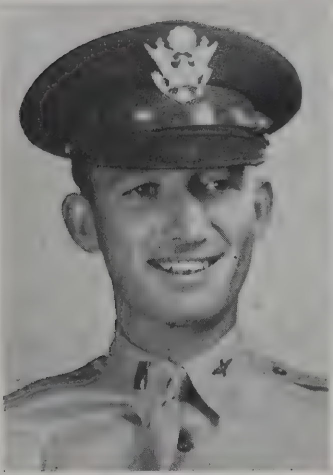
. . . DRILLS

. . . EXERCISES

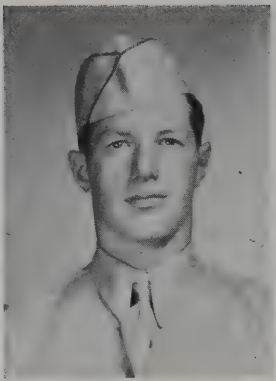


. . . ET CETERA

56



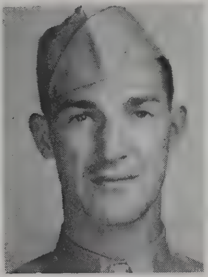
ARTHUR L. HAWKINS, JR.
Second Lieutenant
Tactical Officer



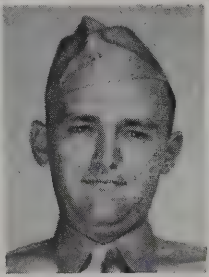
ROBERT H. ATKINSON
O/C Captain

OFFICER CANDIDATE OFFICERS

GROUP C—SQUADRON NINE

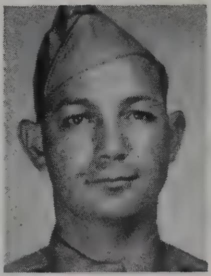


Herman Everhardus
Lieutenant

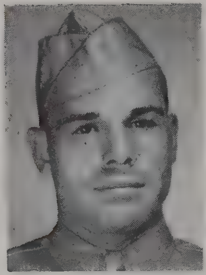


Ivan A. Kuryla
Lieutenant

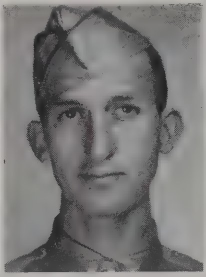
Arthur R. Lundberg
Lieutenant



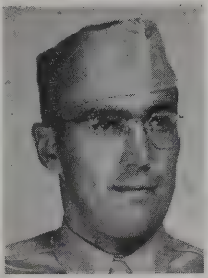
Hamilton F. Swicegood
Lieutenant



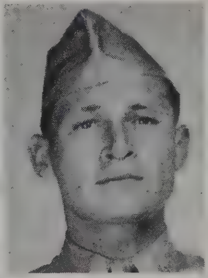
Carson A. Fuller
First Sergeant



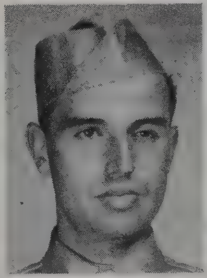
Willis D. Paulk
Supply Sergeant



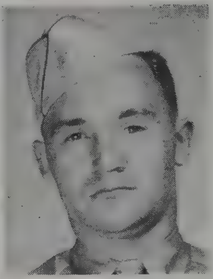
Melvin L. Brink
Sergeant



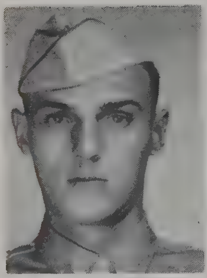
E. A. Gronostajski
Sergeant



Paul B. Holme, Jr.
Sergeant



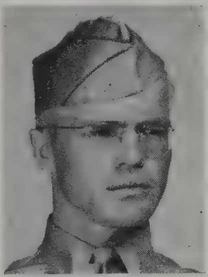
Daniel J. McCarthy
Sergeant



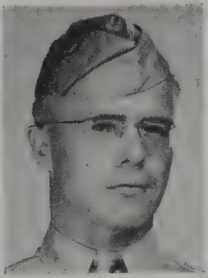
Melvin E. Page
Sergeant

Egmont Vrooman
Sergeant

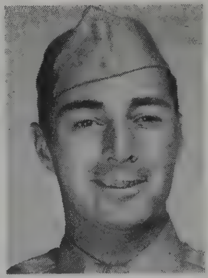
M. E. Ethridge
Corporal



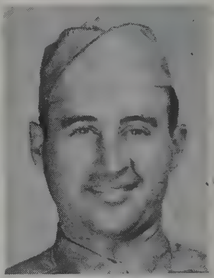
Kenneth Gill
Corporal



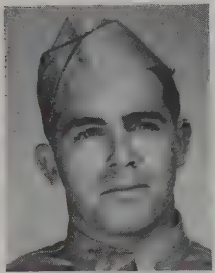
Kermit A. Gill
Corporal



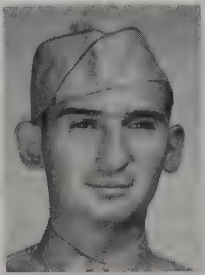
Elmer G. Green
Corporal



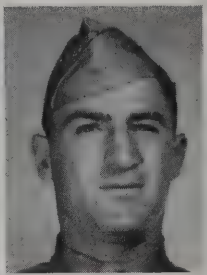
Louis F. Hanus
Corporal



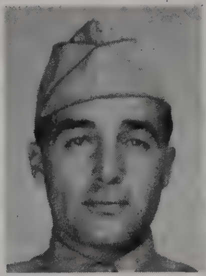
Aloysius A. Hory, Jr.
Corporal



Jarlath E. Murphy
Corporal

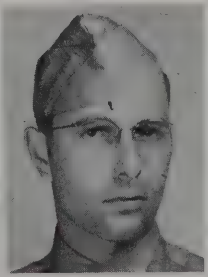


Vasco L. Pucci
Corporal

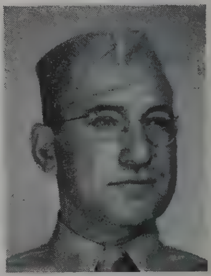


Paul R. Searles
Corporal

George A. Sklenicka
Corporal



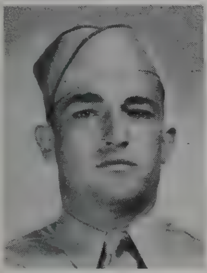
Arthur C. Stever, Jr.
Corporal



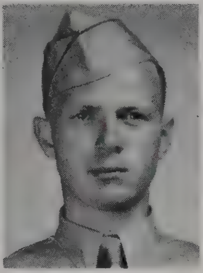
Albert P. Tully
Corporal

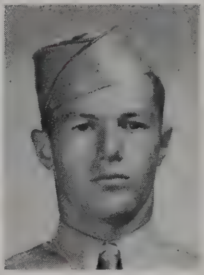
OFFICER CANDIDATES

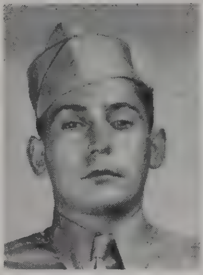
GROUP C—SQUADRON NINE

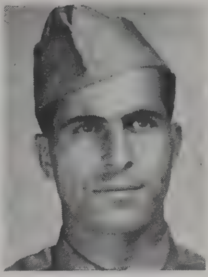

Ulysses L. Adams

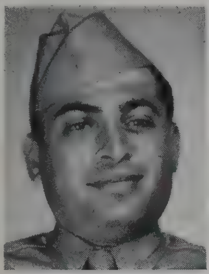
Donald R. Aley


Wilbur W. Allen


Robert H. Atkinson


Norman B. Baker


Antranik Bakjian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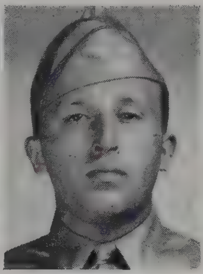
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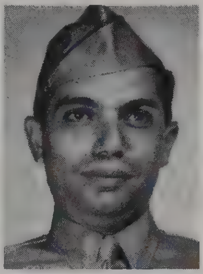
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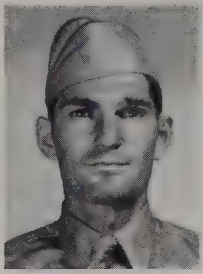
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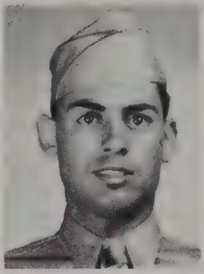
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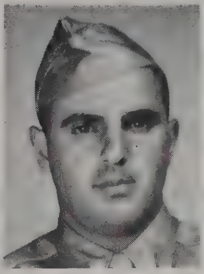
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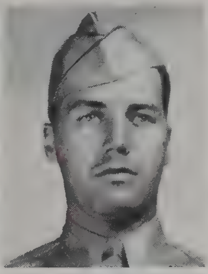
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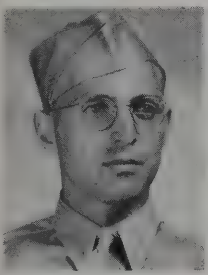
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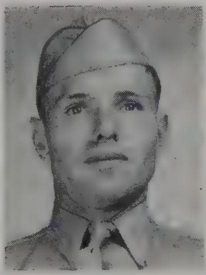
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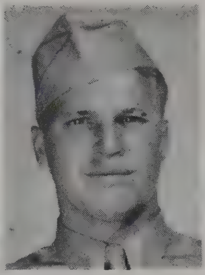
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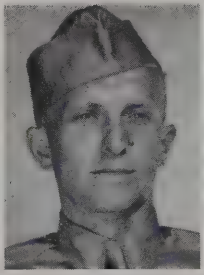
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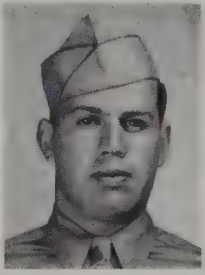
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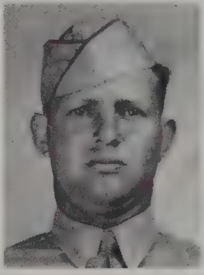
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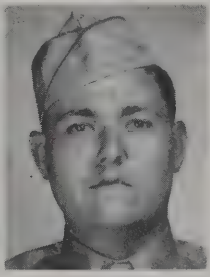
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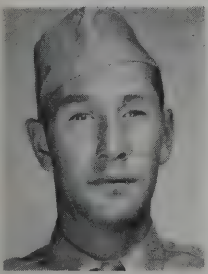
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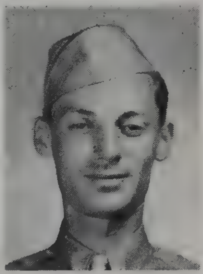
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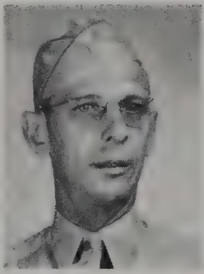
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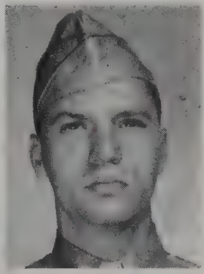
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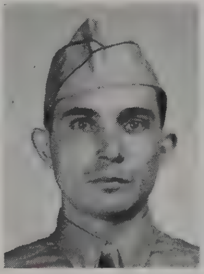
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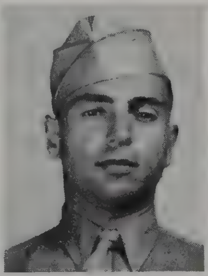
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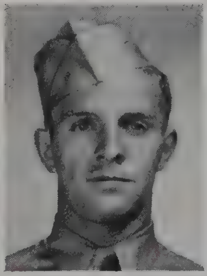
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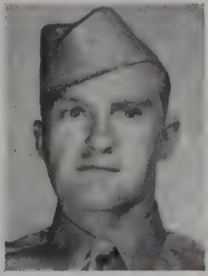
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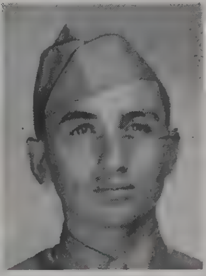
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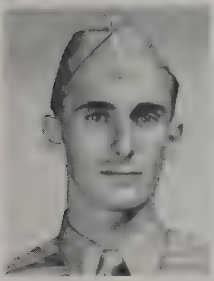
OFFICER CANDIDATES

GROUP C—SQUADRON NINE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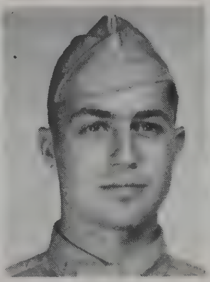
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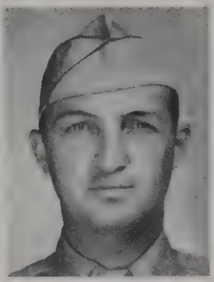
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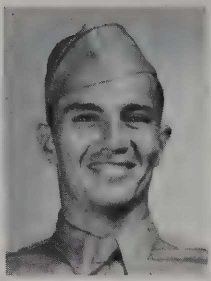
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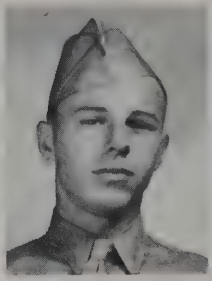
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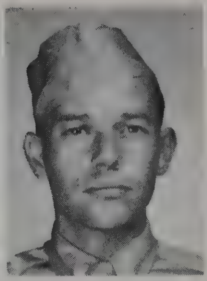
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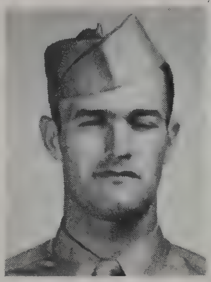
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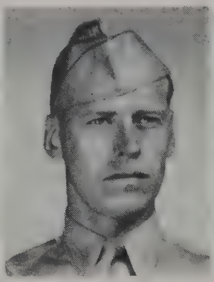
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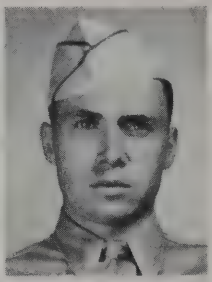
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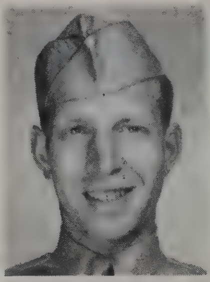
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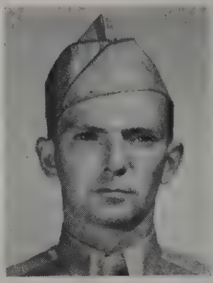
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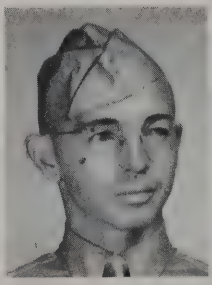
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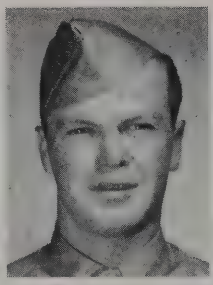
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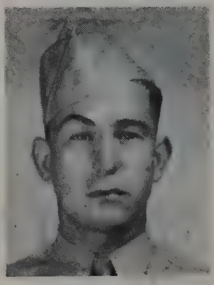
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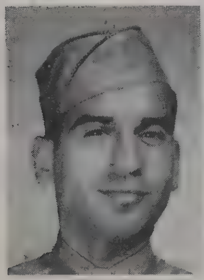
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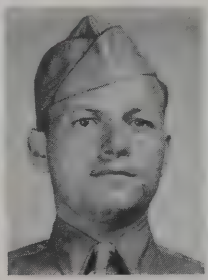
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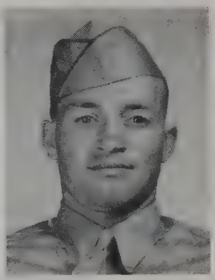
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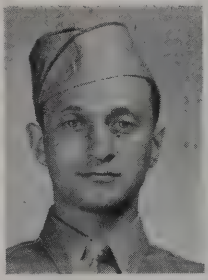
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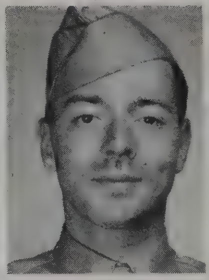
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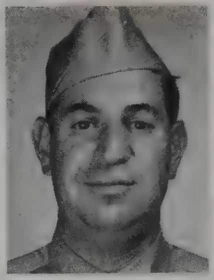
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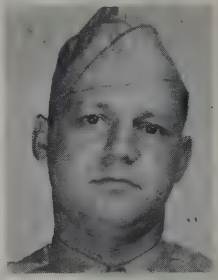
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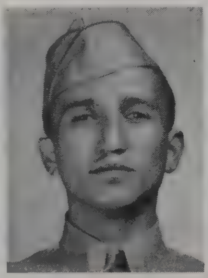
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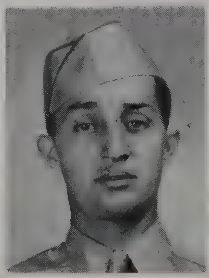
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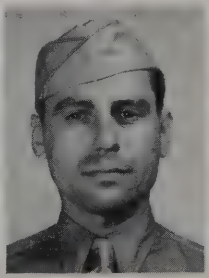
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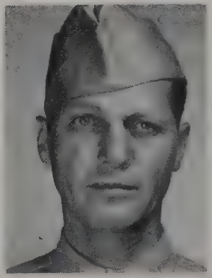
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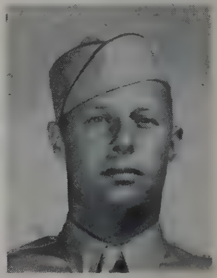
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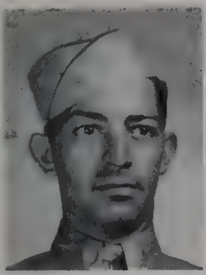
OFFICER CANDIDATES

GROUP C—SQUADRON NINE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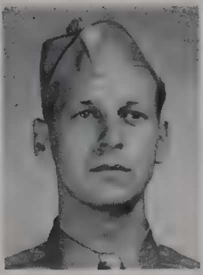
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Charles H. Joslyn

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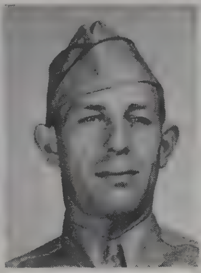
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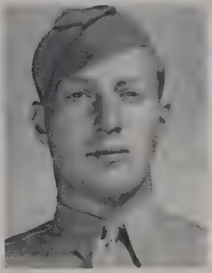
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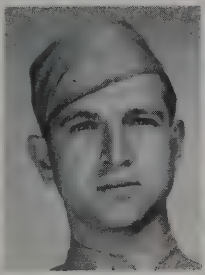
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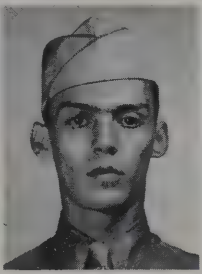
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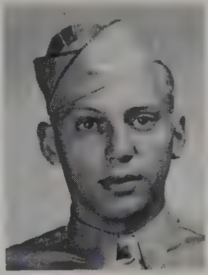
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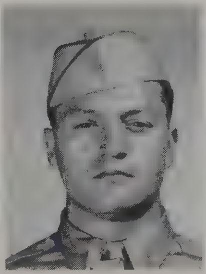
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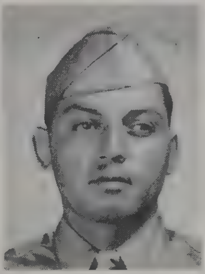
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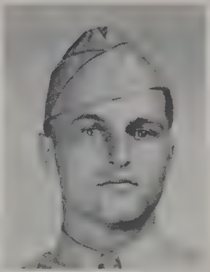
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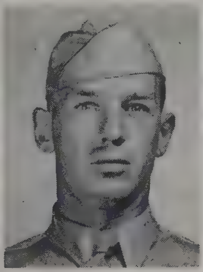
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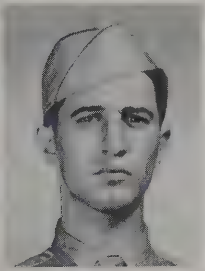
Richard William Long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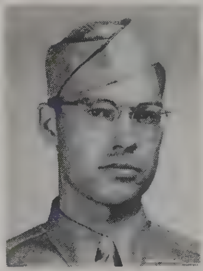
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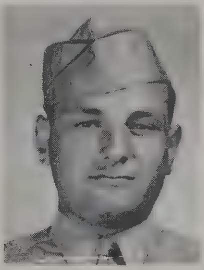
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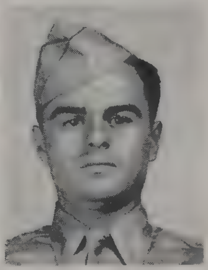
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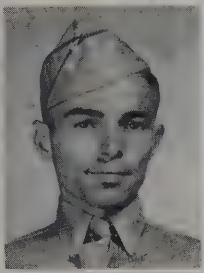
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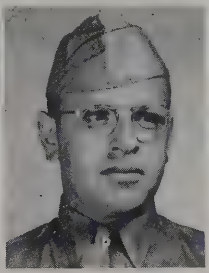
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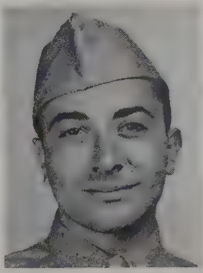
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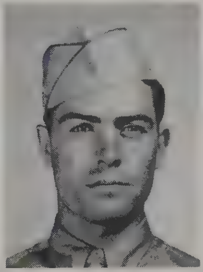
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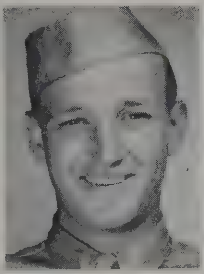
Halvor S. Merrill

Charles Meyerson

Nathan S. Miller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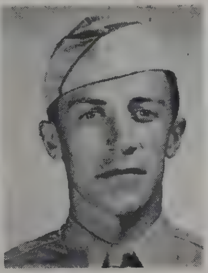
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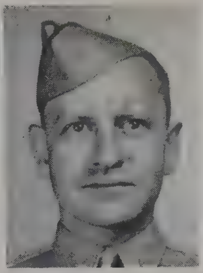
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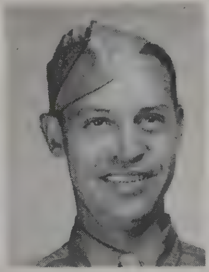
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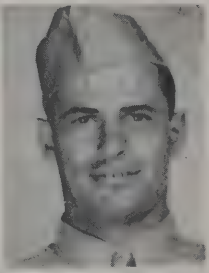
Fred Miller Morris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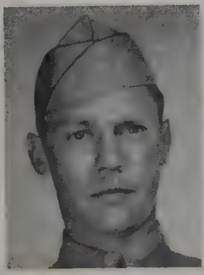
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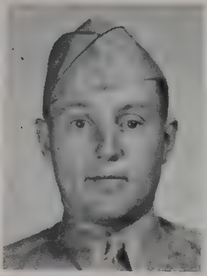
William V. McGarity

Edward P. McNulty

OFFICER CANDIDATES

GROUP C—SQUADRON NINE

Marvin A. Mueller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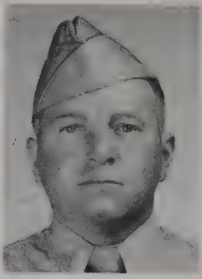
Dennis J. Murphy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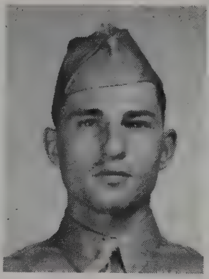
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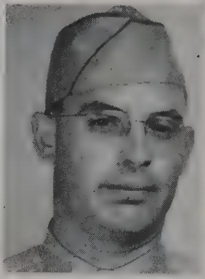
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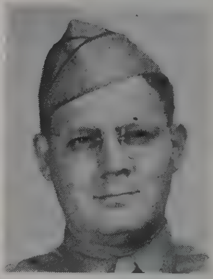
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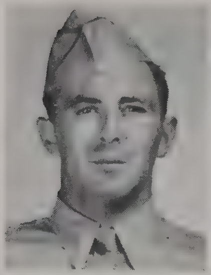
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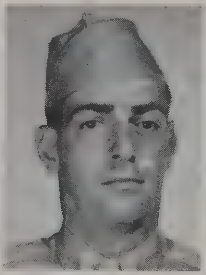
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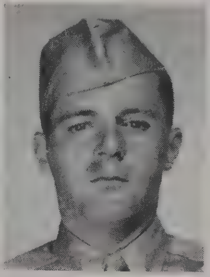
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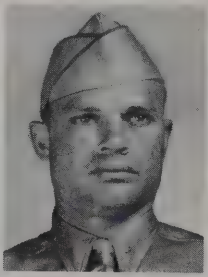
Robert S. O'Neill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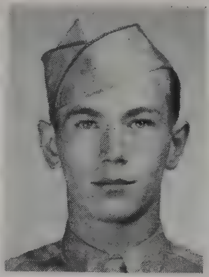
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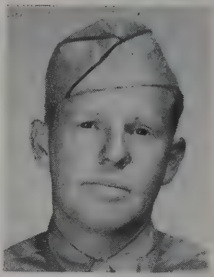
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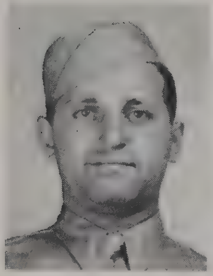
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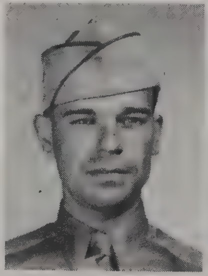
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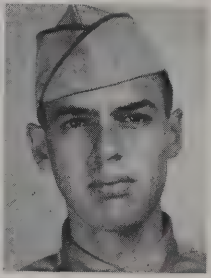
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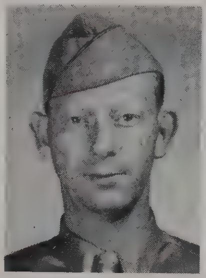
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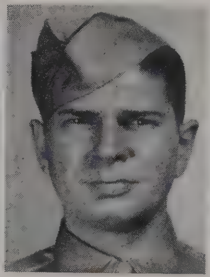
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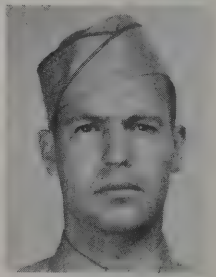
Frank Piepenbring, Jr.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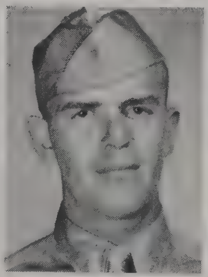
Robert David Polatsek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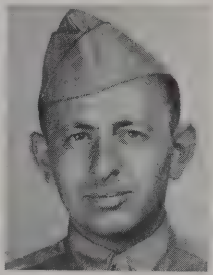
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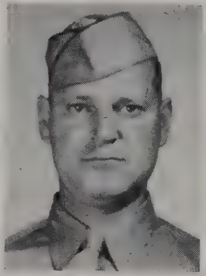
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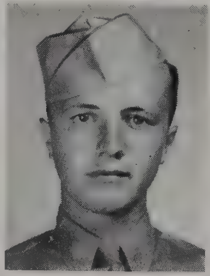
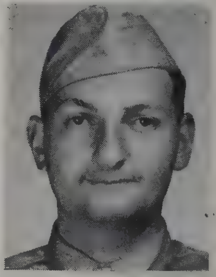
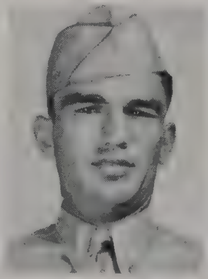

Frank C. Price

Joseph K. Provencial


Irving Ratchick

Calvin Carter Ray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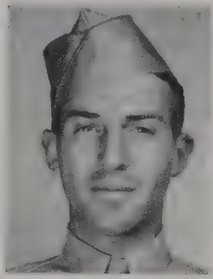
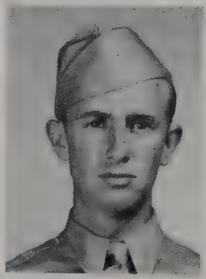

R. B. Rippman Jr.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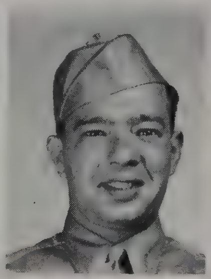

Abraham A. Rosenfield

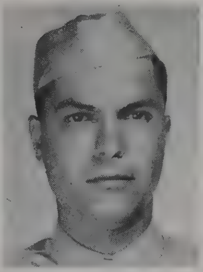
Adolph R. Rosenthal

Seymour Ruck

OFFICER CANDIDATES

GROUP C—SQUADRON NINE

Robert John Russell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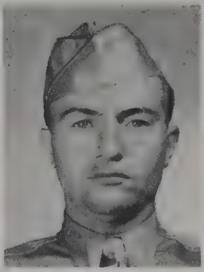
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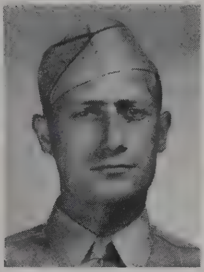
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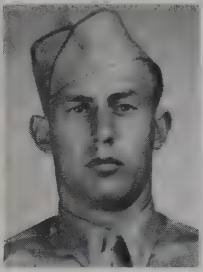
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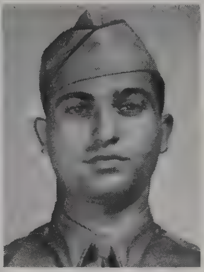
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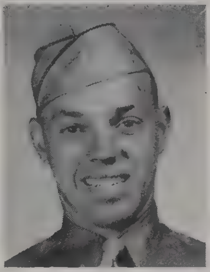
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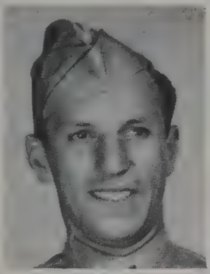
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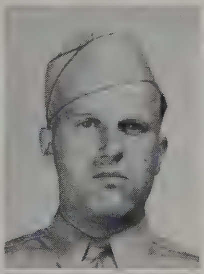
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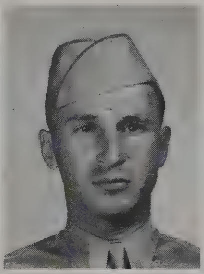
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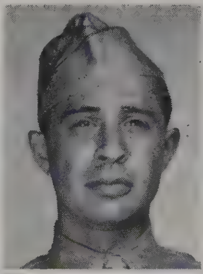
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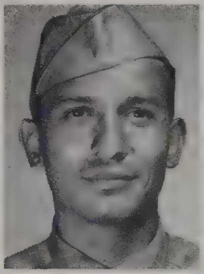
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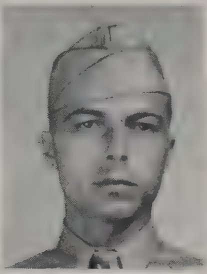
Julius W. Stifft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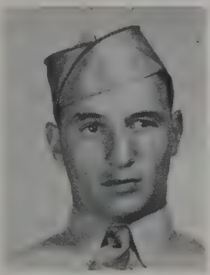
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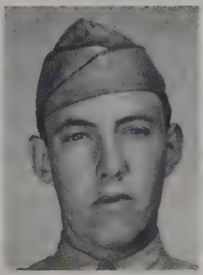
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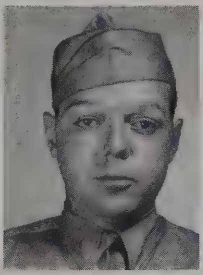
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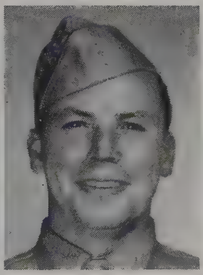
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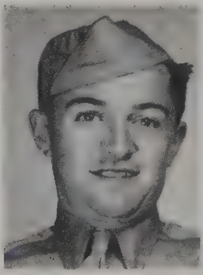
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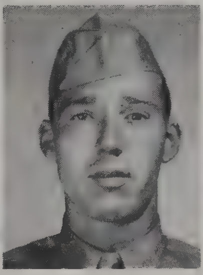
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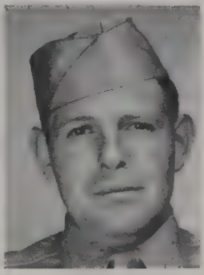
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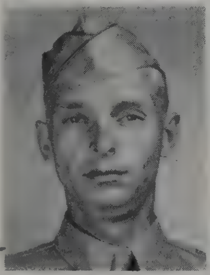
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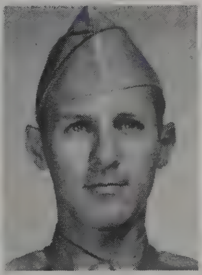
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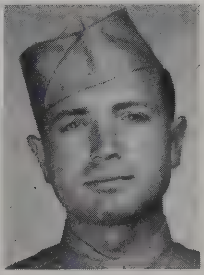
Andrew John Vavoulis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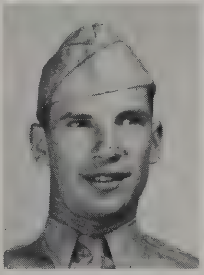
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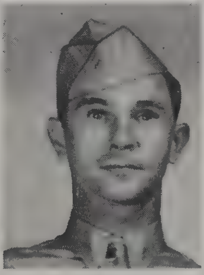
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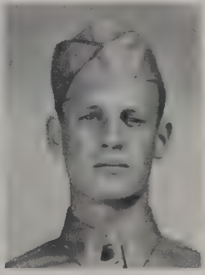
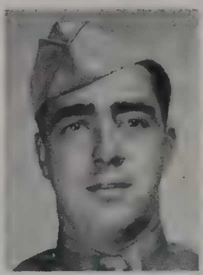
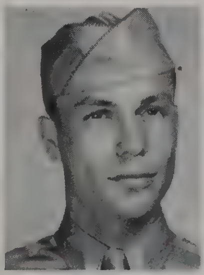

Roy L. Webb

Douglas H. Wheeler


Chris Francis Whelan

David C. Williams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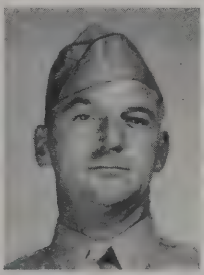
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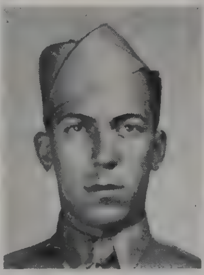
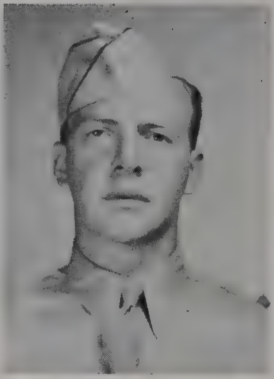

Bertram A. Woodcock

Harold J. Wormser

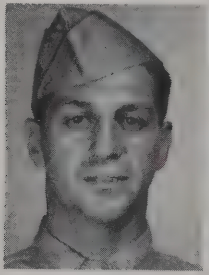
FRANCIS B. McKINNEY
Second Lieutenant
Tactical Officer



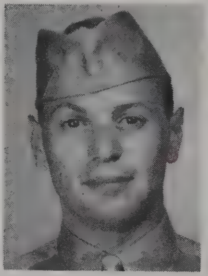
WILLIAM D. SMYTHE
O/C Captain

OFFICER CANDIDATE OFFICERS

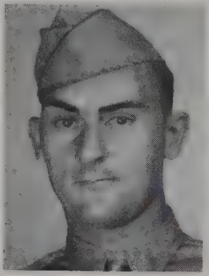
GROUP C—SQUADRON 10



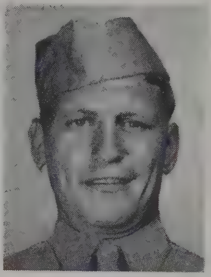
Vincent J. DeAngelis
Lieutenant



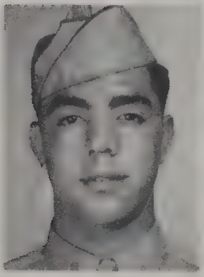
Alex A. Landesco Jr.
Lieutenant



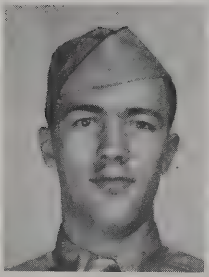
Edward J. Schroeder
Lieutenant



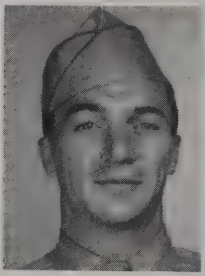
Thomas Triplett
Lieutenant



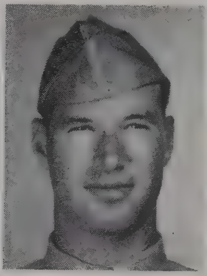
Vincent J. Lozito
First Sergeant



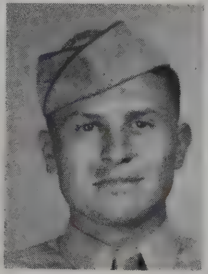
Harold S. Woodard
Supply Sergeant



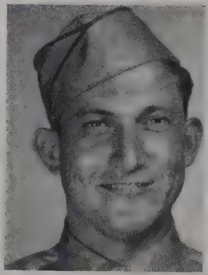
James A. Brantner
Sergeant



Edwin L. Davies
Sergeant



Hoyle S. Lindsey
Sergeant



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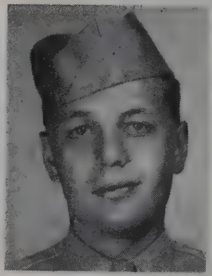

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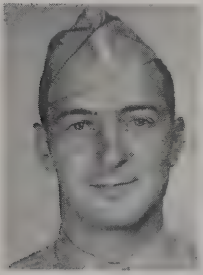

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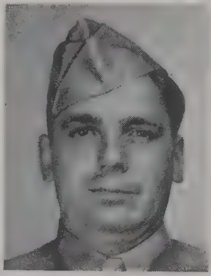

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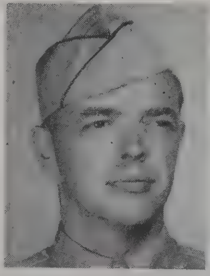

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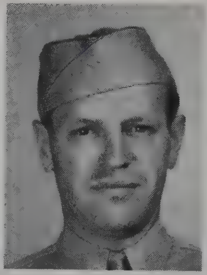
Maurice Jackson
Corporal



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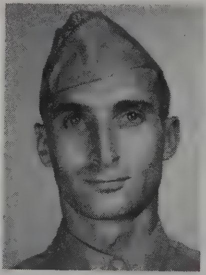

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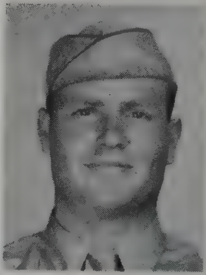

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Charles R. Leogh
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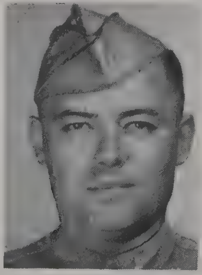

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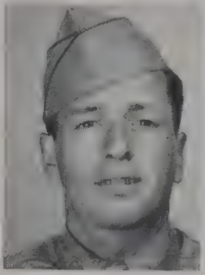

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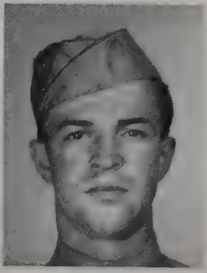

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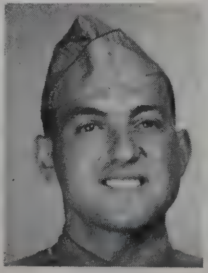

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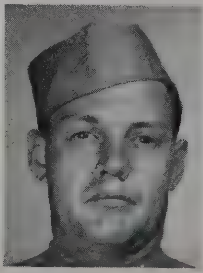

John B. Welch
Corporal

OFFICER CANDIDATES

GROUP C—SQUADRON 10

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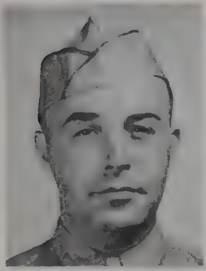
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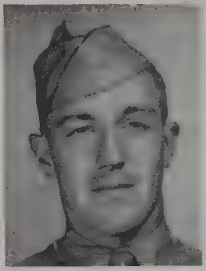
Donald F. Anderson

Farmer F. Anderson Jr.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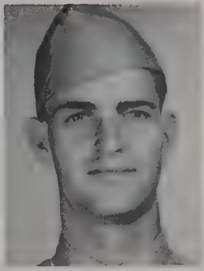
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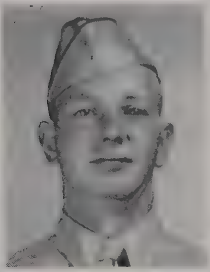
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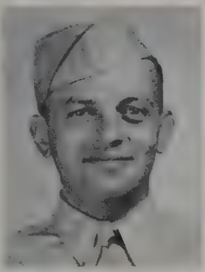
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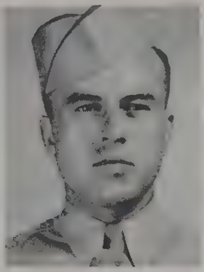
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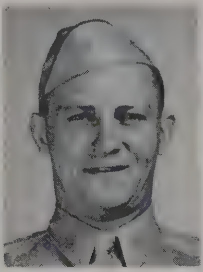
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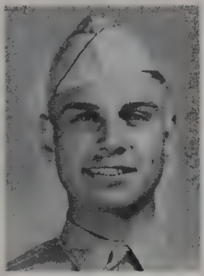
Edward W. Bilash

Frederick C. Bodtke

Lawrence G. Brennan

Robert M. Brewer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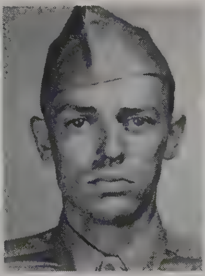
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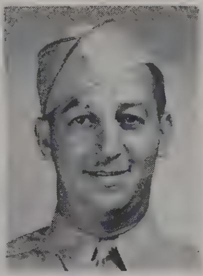
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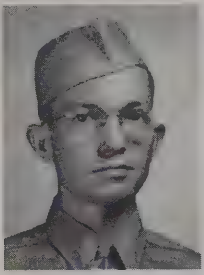
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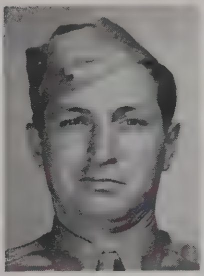
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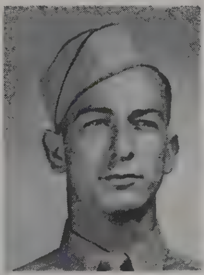
Harold E. Cassing

John H. Chambers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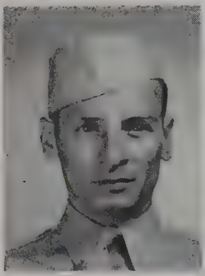
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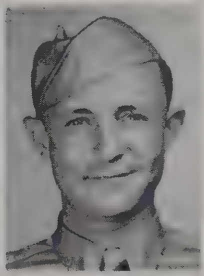
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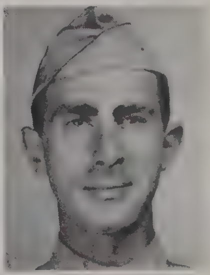
Charles M. Cooley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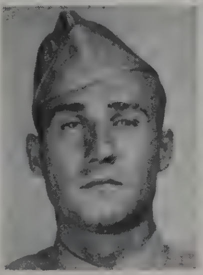
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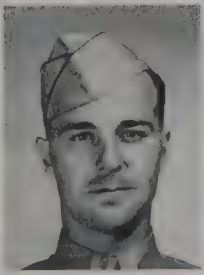
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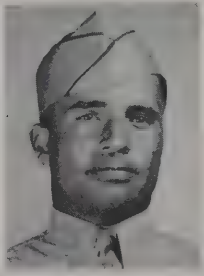
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Robert B. Daniels

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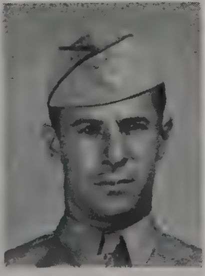
Edward J. Devney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Edward C. Doty

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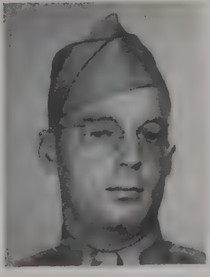
William H. Druker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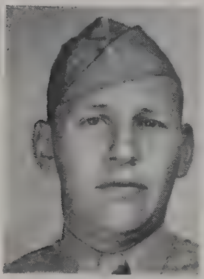
OFFICER CANDIDATES

GROUP C—SQUADRON 10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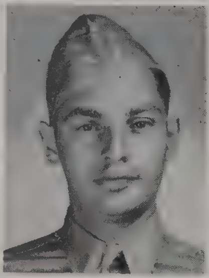
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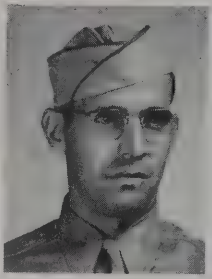
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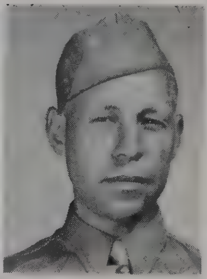
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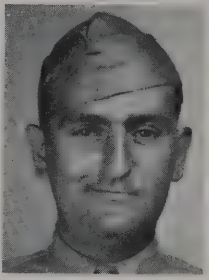
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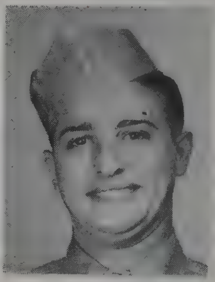
Michael J. Furin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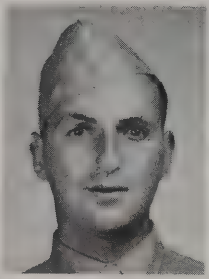
Francis J. Garbarino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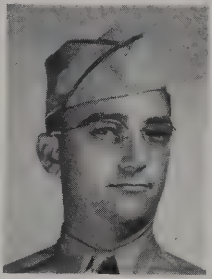
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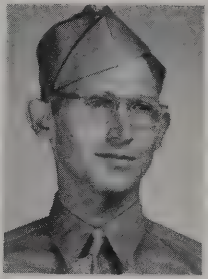
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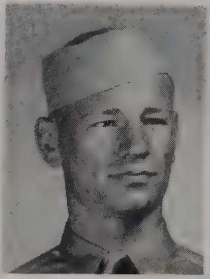
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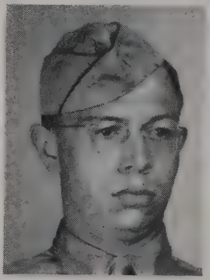
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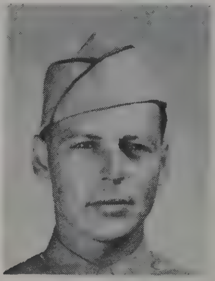
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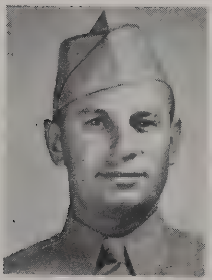
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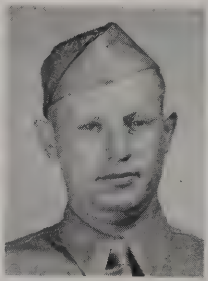
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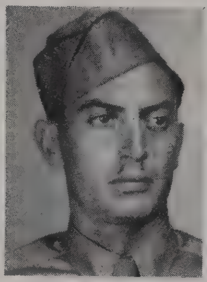
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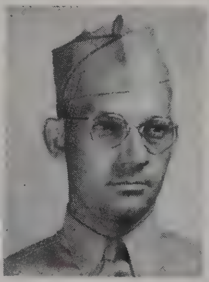
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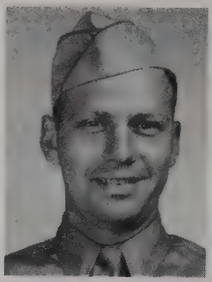
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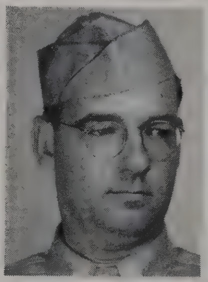
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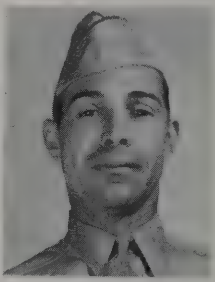
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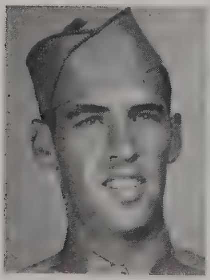
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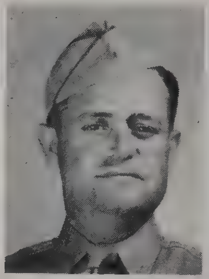
William D. Hiett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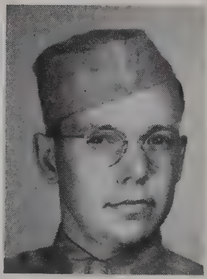
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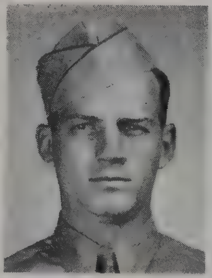
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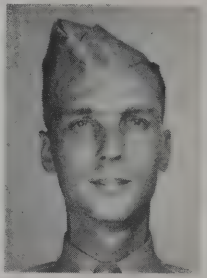
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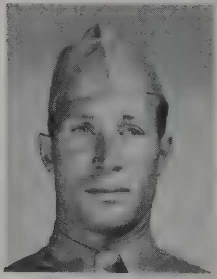
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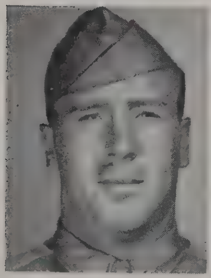
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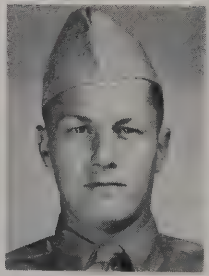
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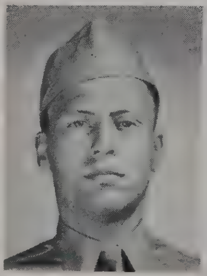
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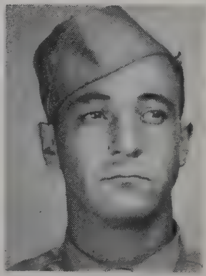
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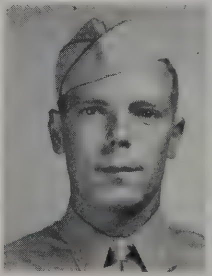
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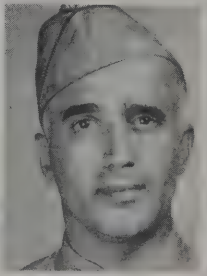
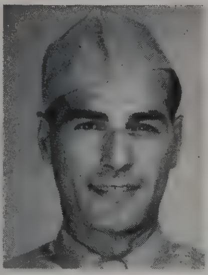

John J. Knezevich

Nelson D. Koplin

OFFICER CANDIDATES

GROUP C—SQUADRON 10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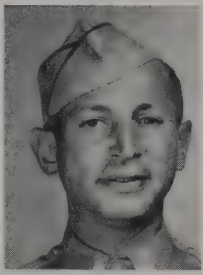
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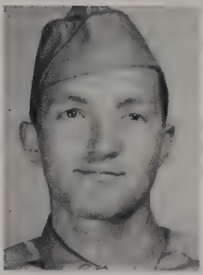
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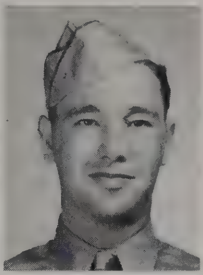
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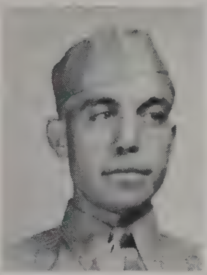
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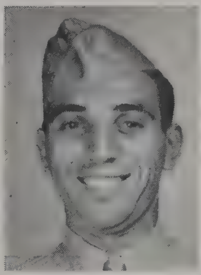
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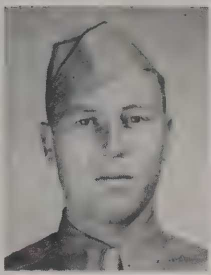
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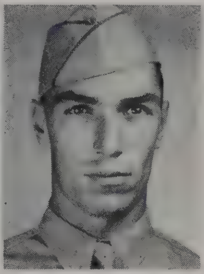
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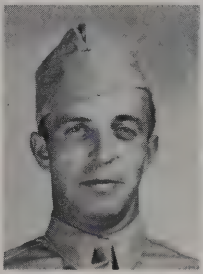
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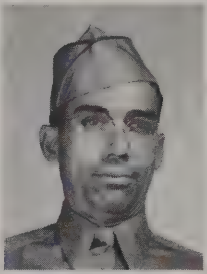
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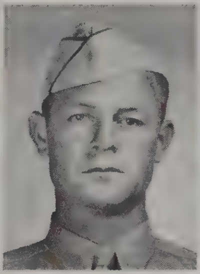
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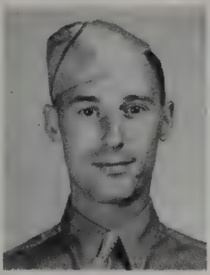
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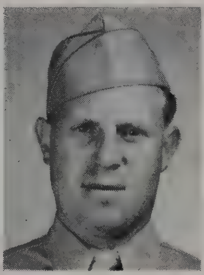
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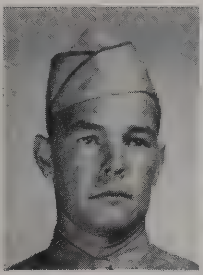
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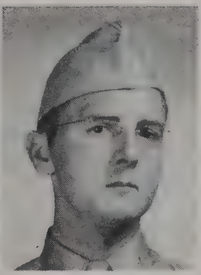
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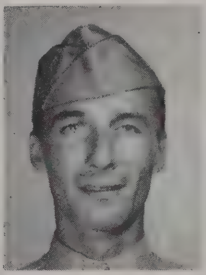
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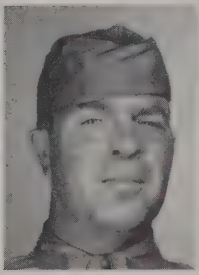
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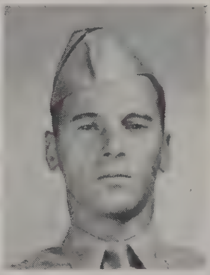
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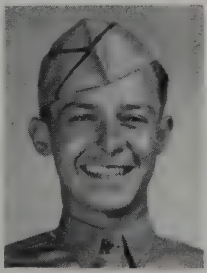
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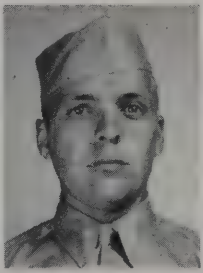
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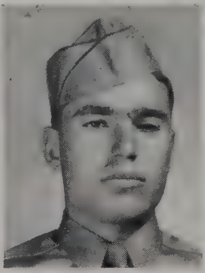
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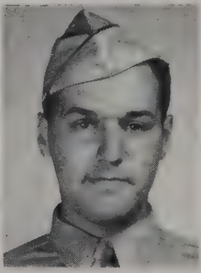
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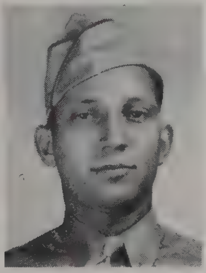
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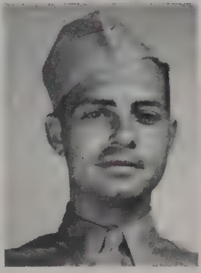
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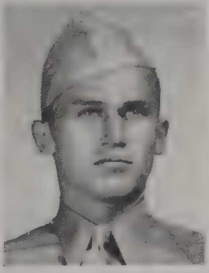
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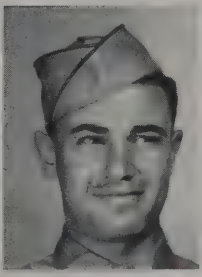
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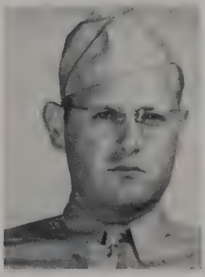
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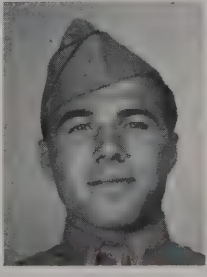
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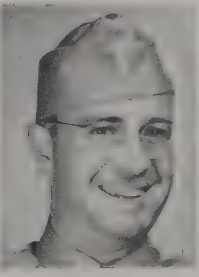
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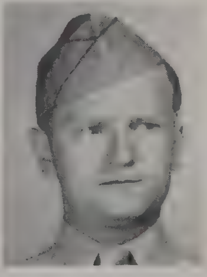
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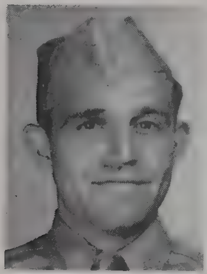
OFFICER CANDIDATES

GROUP C—SQUADRON 10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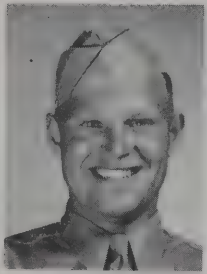
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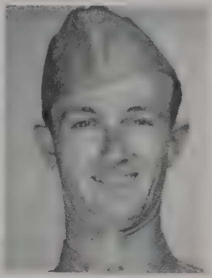
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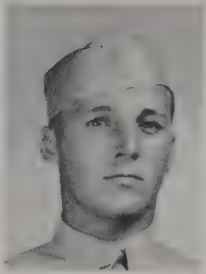
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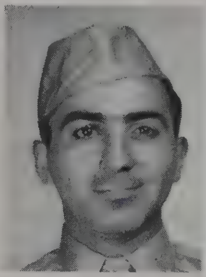
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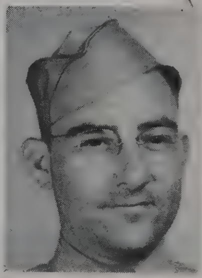
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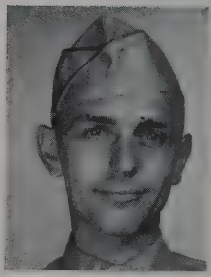
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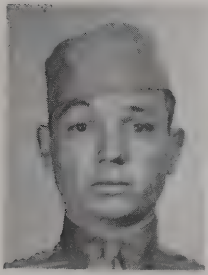
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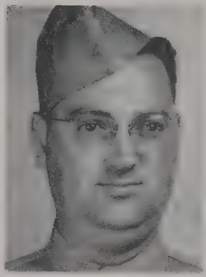
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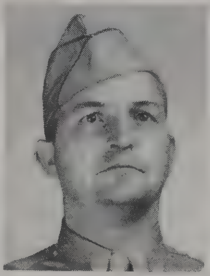
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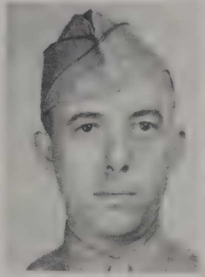
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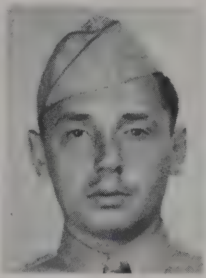
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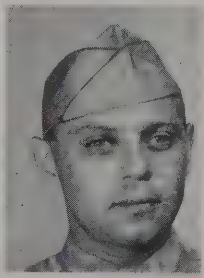
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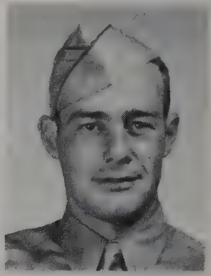
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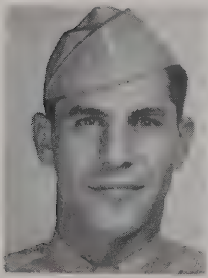
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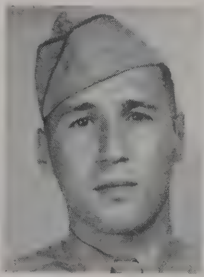
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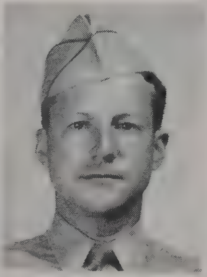
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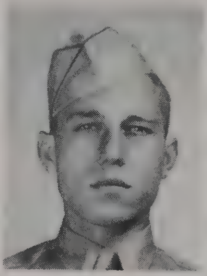
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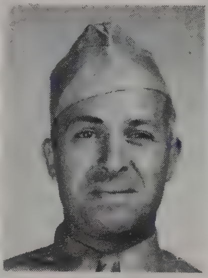
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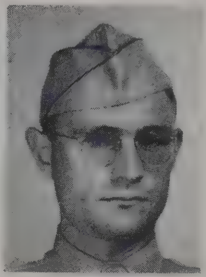
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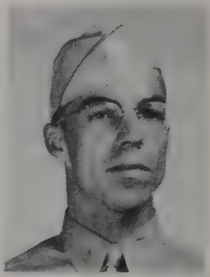
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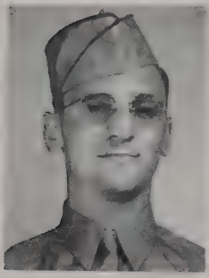
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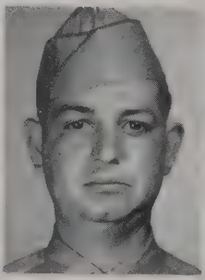
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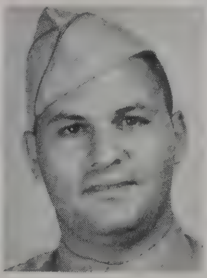
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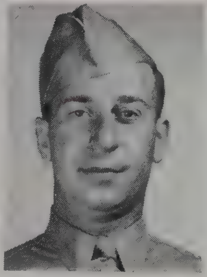
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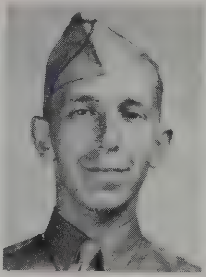
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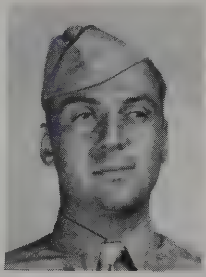
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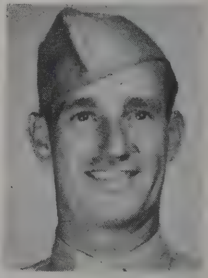
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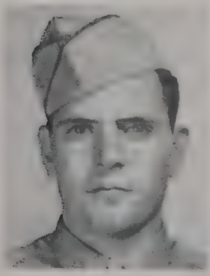
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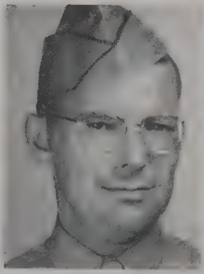
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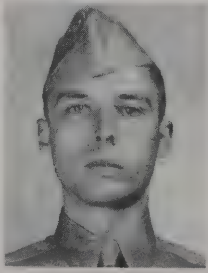
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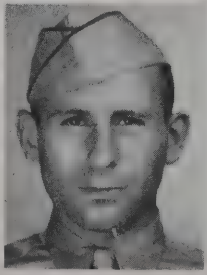
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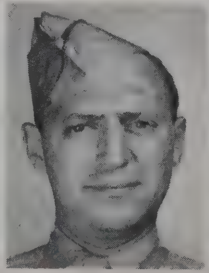
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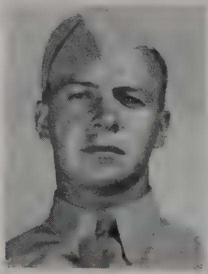
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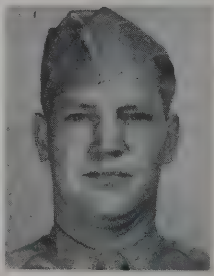
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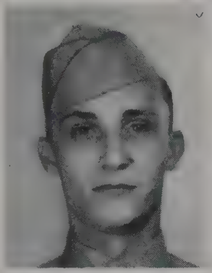
OFFICER CANDIDATES

GROUP C—SQUADRON 10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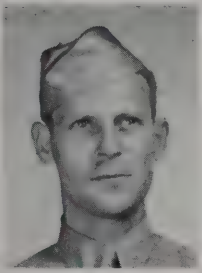
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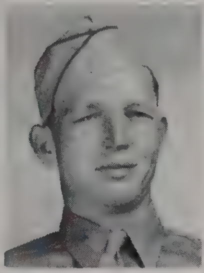
Rudolph C. Steber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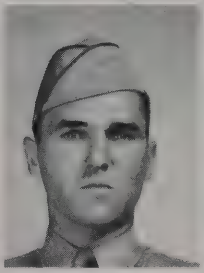
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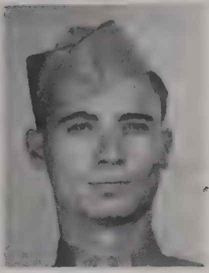
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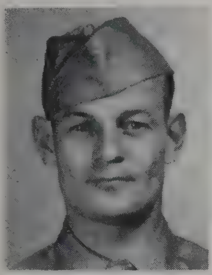
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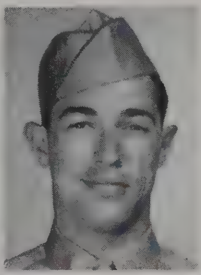
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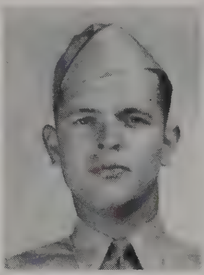
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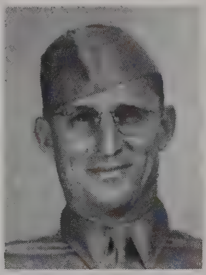
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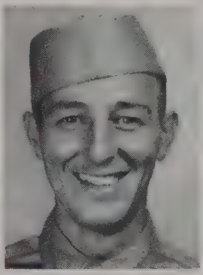
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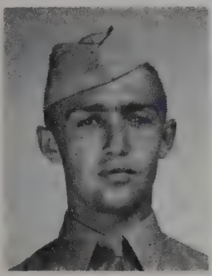
Damon A. Turner

Edward L. Vogt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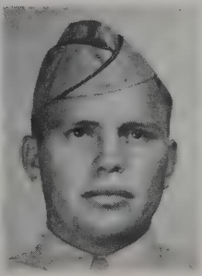
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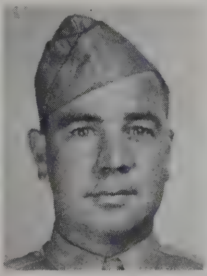
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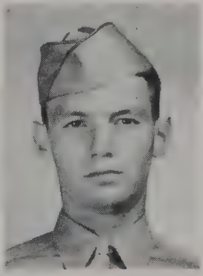
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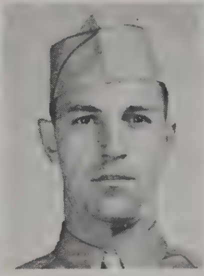
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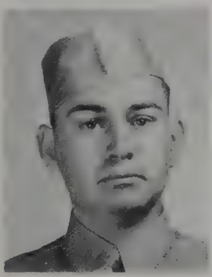
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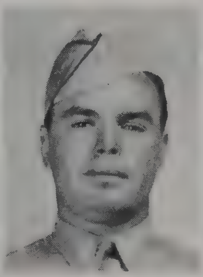
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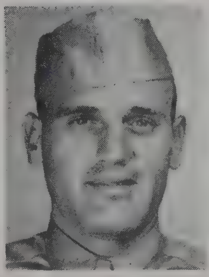
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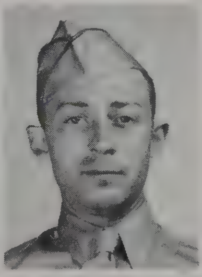
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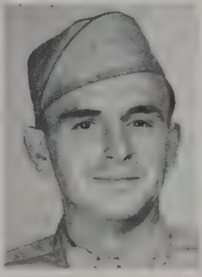
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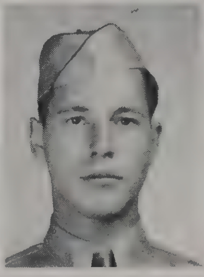
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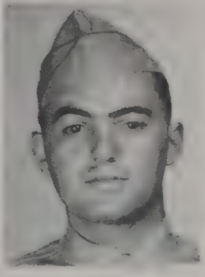
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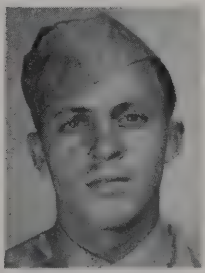
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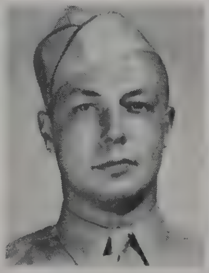
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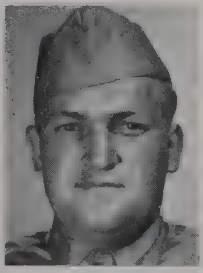
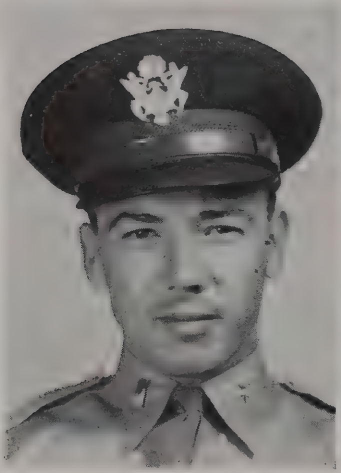
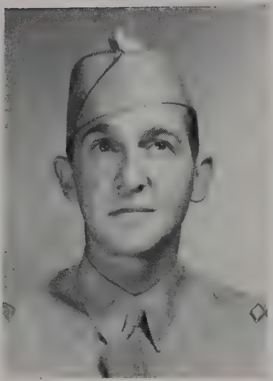
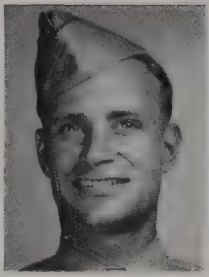

Dominic D. Zemeikis

OFFICER CANDIDATE OFFICERS

GROUP C—SQUADRON 11


WILLIAM A. JOHNSON
Second Lieutenant
Tactical Officer


PAUL W. JONES
O/C Captain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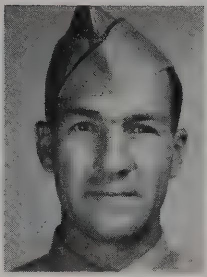
Lieutenant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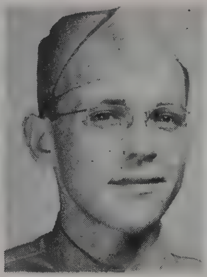
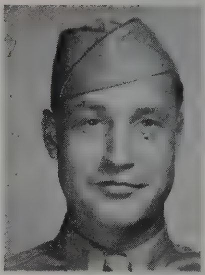
Lieutenant


Donald S. Maglott, Jr.
Lieutenant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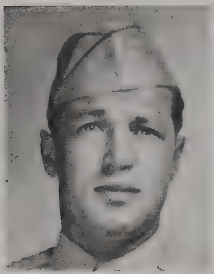
Lieutenant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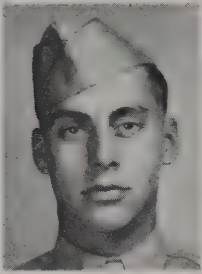
First Sergeant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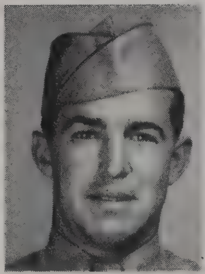
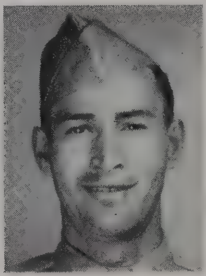
Supply Sergeant


James K. Adsit
Sergeant

Edward Baker
Sergeant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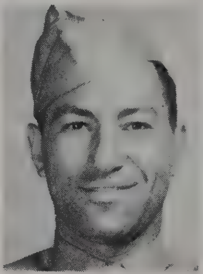
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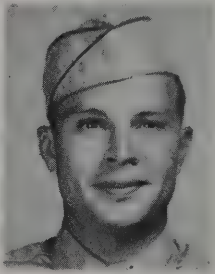
Sergeant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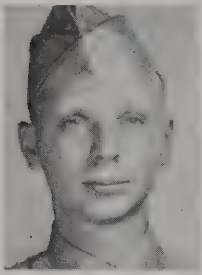
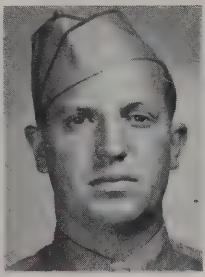
Sergeant


Edwin C. Tankersley
Sergeant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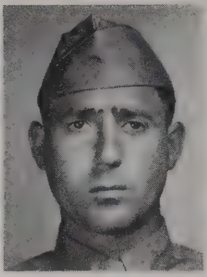
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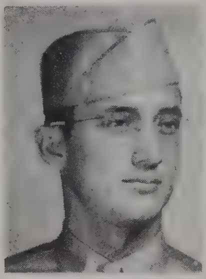
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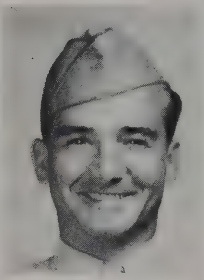
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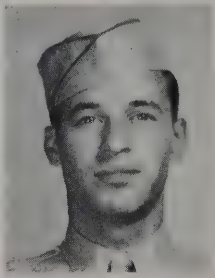
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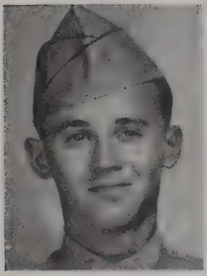
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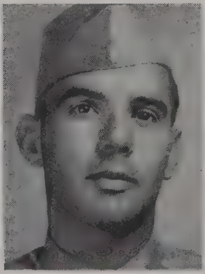
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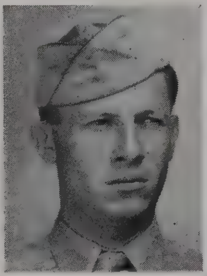
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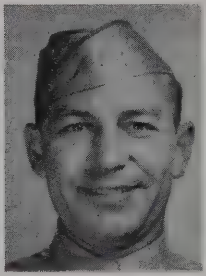
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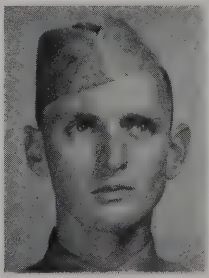
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Joseph J. Rybczyk
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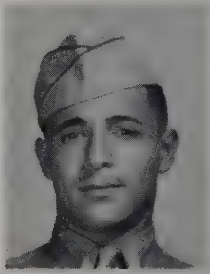
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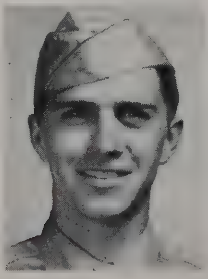
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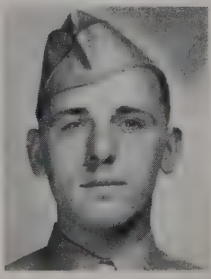
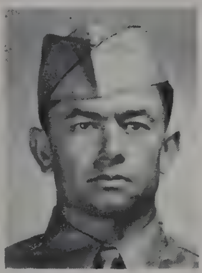

Jack M. Weese
Corporal

OFFICER CANDIDATES

GROUP C—SQUADRON 11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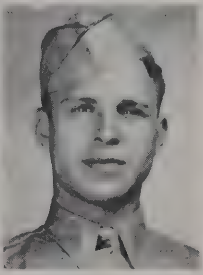
R. C. Allen

Charles W. Barr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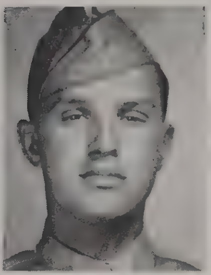
Fred H. Anderson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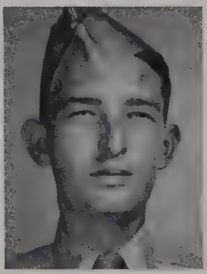
Robert B. Baird

Rodney Baird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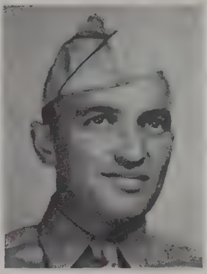
Robert J. Baltzell

Herb J. Baumsten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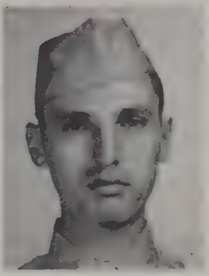
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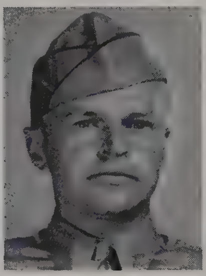
Jack Blackwell

F. T. Blankenship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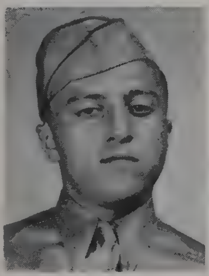
Louis G. Bornman

Thomas H. Britt

Robert A. Brown

William F. Bunting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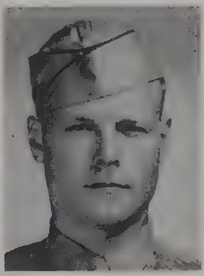
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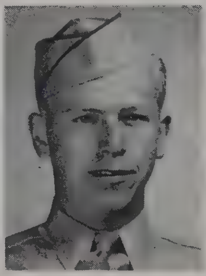
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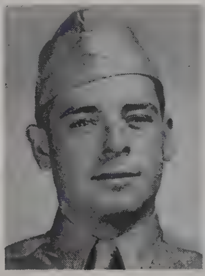
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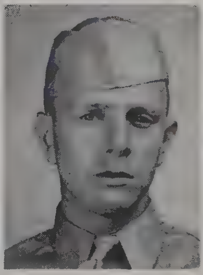
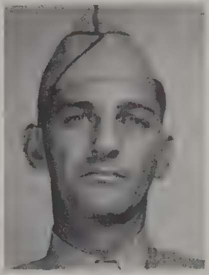

Clifton E. Cartmill

William J. Cavanaugh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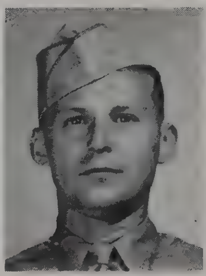
Thomas A. Cox Jr.

Robert G. Crane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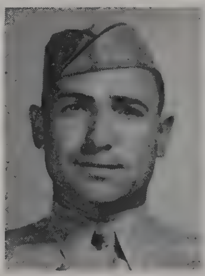
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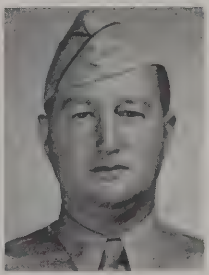
Chester H. Culp

R. W. Cunningham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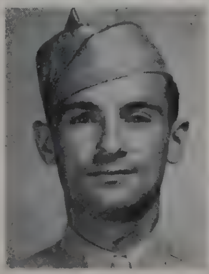
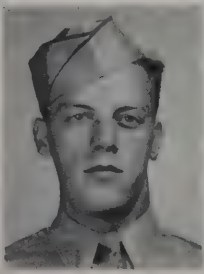
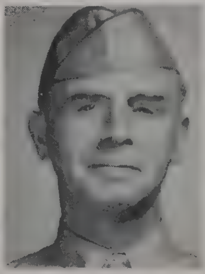

Arthur Dauten

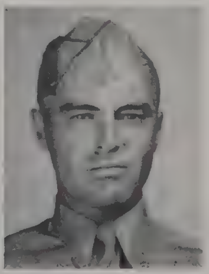

Samuel M. Davidson

Gordon L. Davis


Bradford B. DeMarcus

Howard L. DeMott

James W. Dorgan

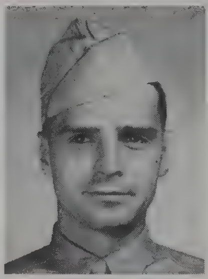

William B. Dow

OFFICER CANDIDATES

GROUP C—SQUADRON 11

Clarence J. Duellman

Ray C. Eakins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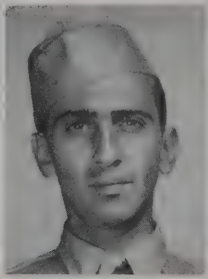
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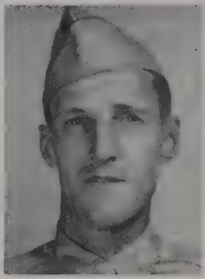
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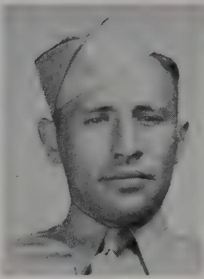
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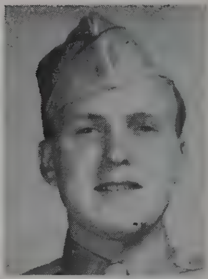
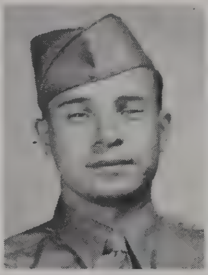
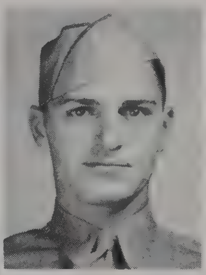

Harry G. Fehr

Gordon V. S. Fluno


Miles Fraizer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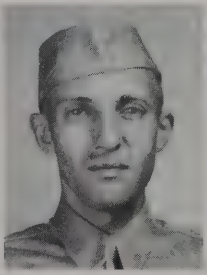
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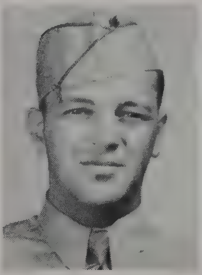
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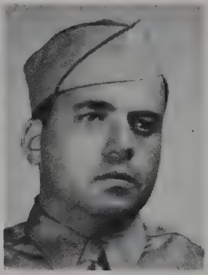
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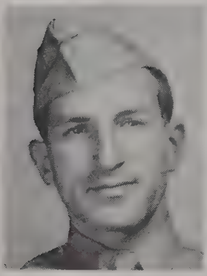
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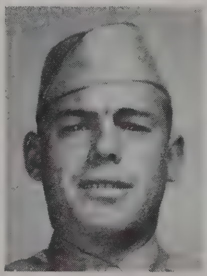
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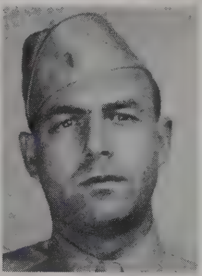
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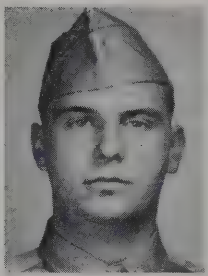
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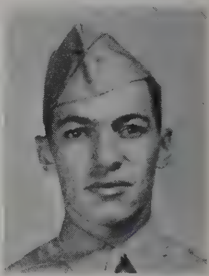
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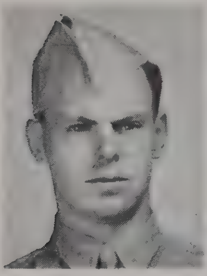
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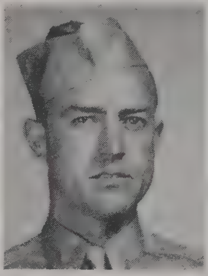
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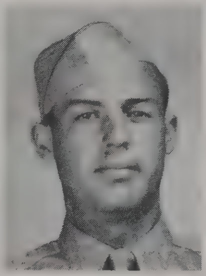
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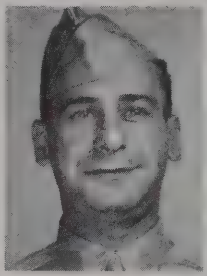
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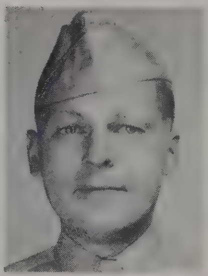
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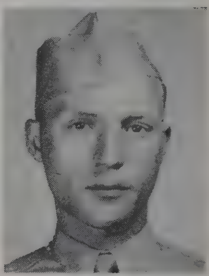
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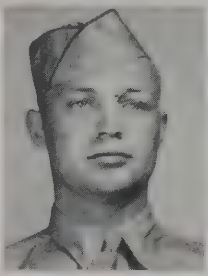
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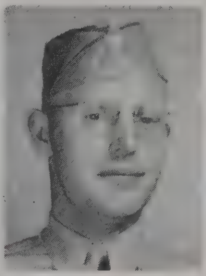
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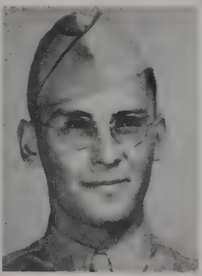
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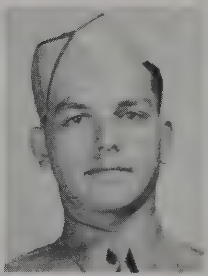
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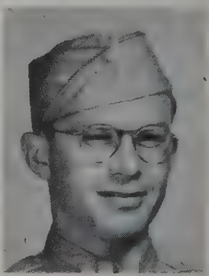
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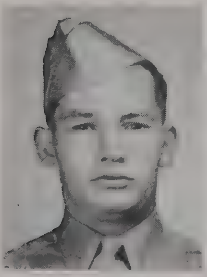
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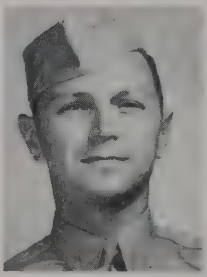
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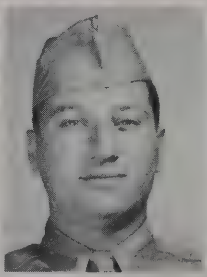
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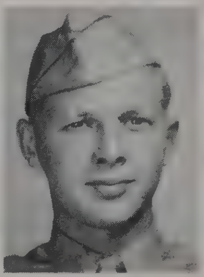
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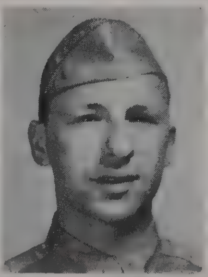
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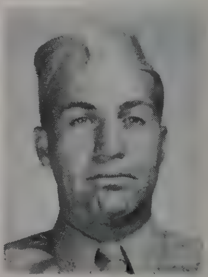
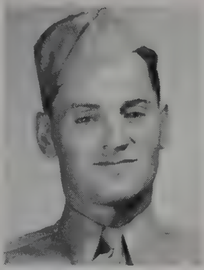

Wilfred L. Luckasen

OFFICER CANDIDATES

GROUP C—SQUADRON 11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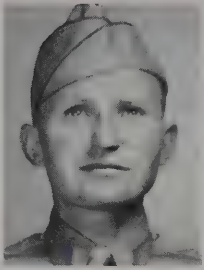
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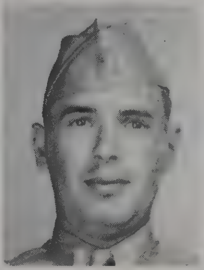
Joe Dudley Maddox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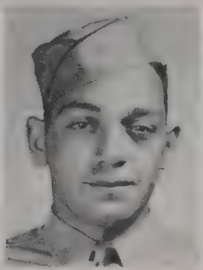
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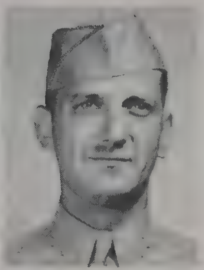
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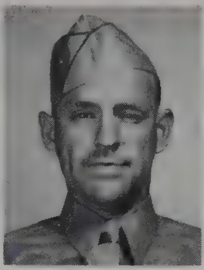
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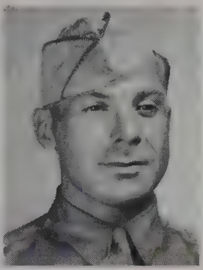
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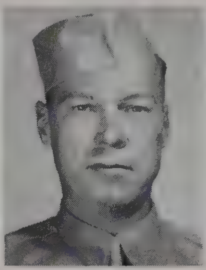
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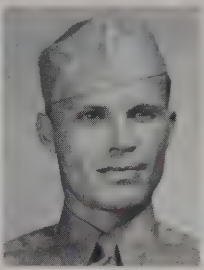
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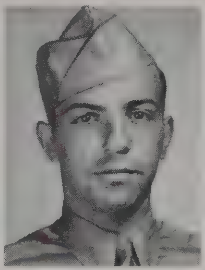
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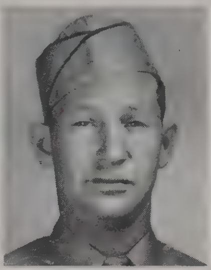
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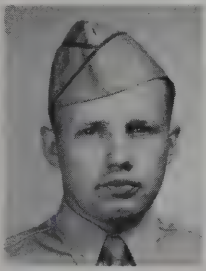
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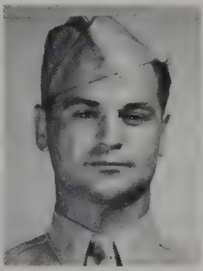
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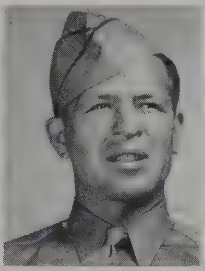
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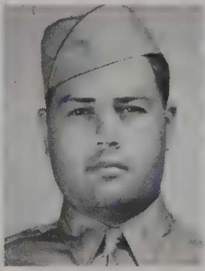
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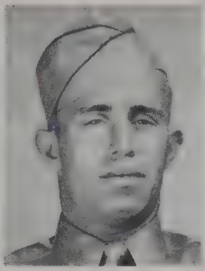
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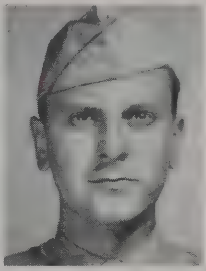
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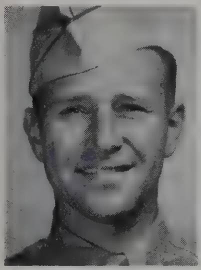
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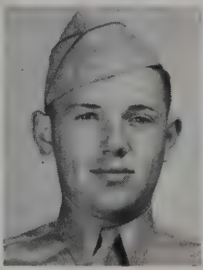
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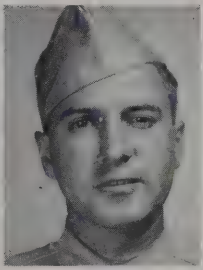
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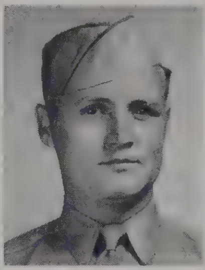
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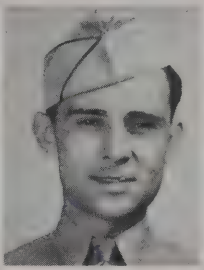
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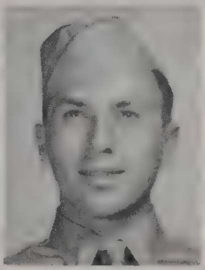
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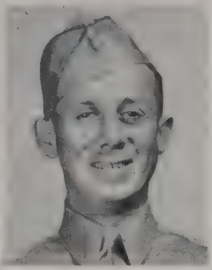
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Steven Puskar, Jr.

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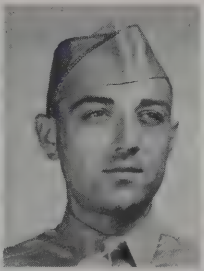
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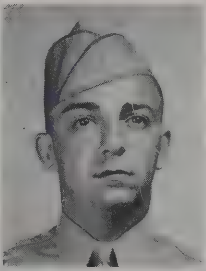
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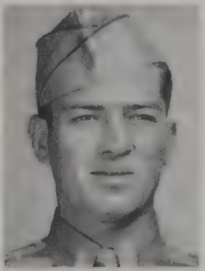
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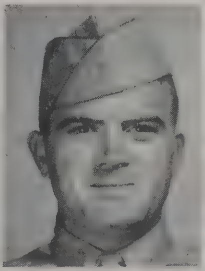
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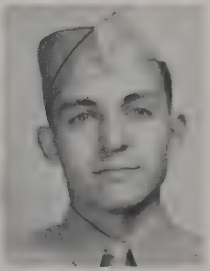
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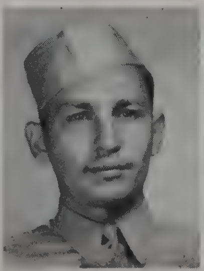
Julian R. Rothenberger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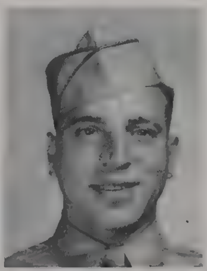
Robert L. Sandberg

Herman D. Sandlin

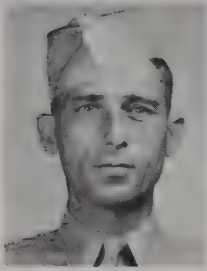
Frank B. Suarez

Eldred J. Schmelz


Gustav E. Schneider

OFFICER CANDIDATES

GROUP C—SQUADRON 11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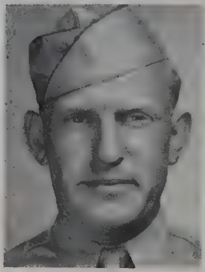
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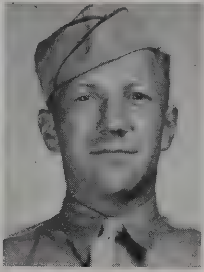
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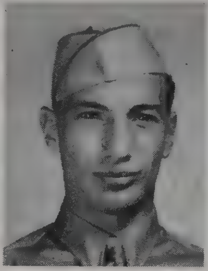
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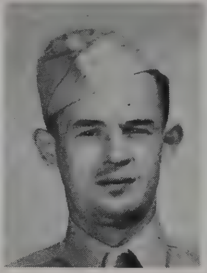
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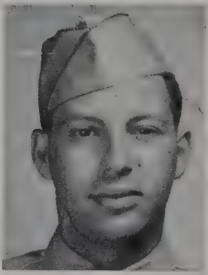
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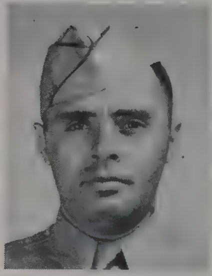
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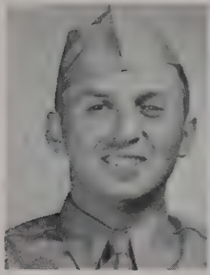
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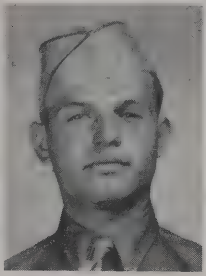
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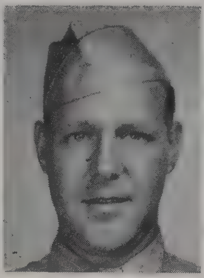
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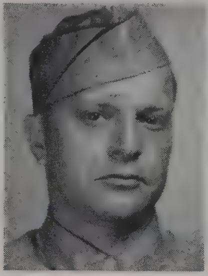
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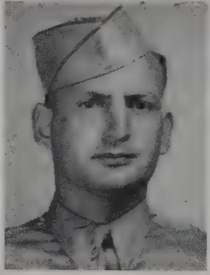
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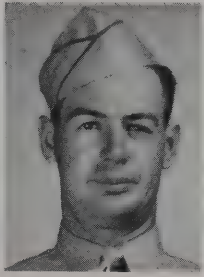
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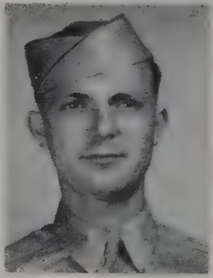
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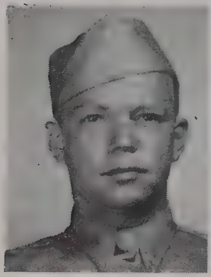
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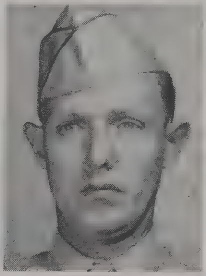
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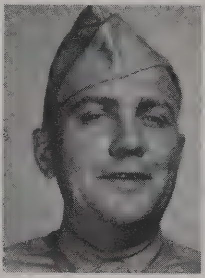
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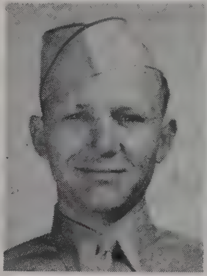
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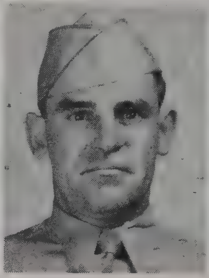
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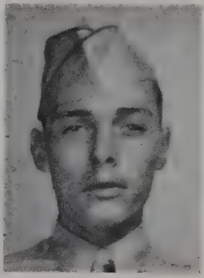
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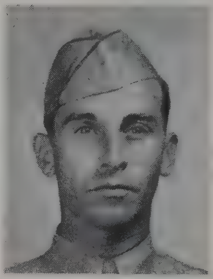
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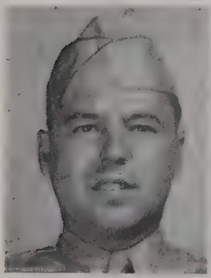
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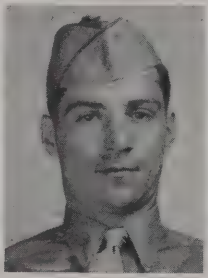
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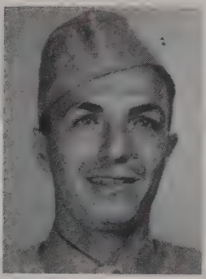
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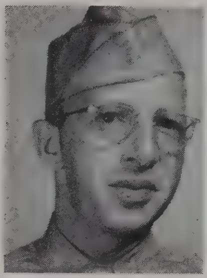
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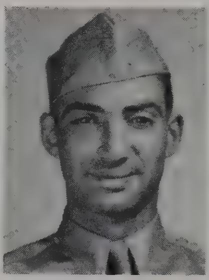
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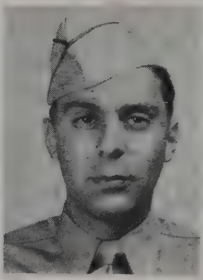
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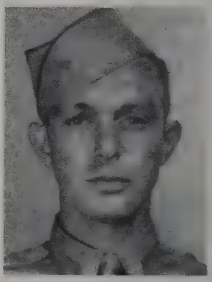
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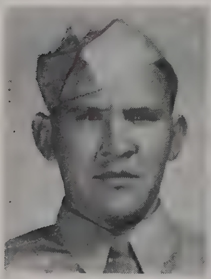
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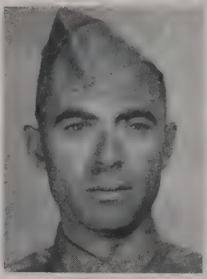
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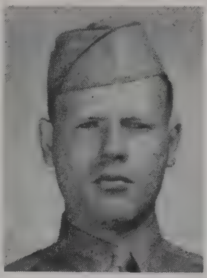
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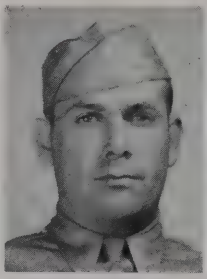
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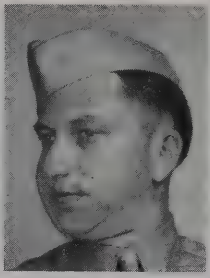
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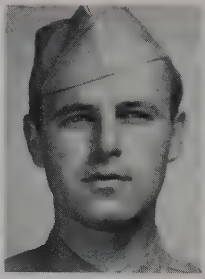
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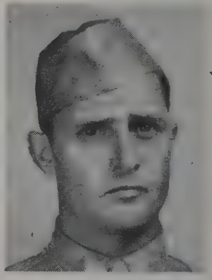
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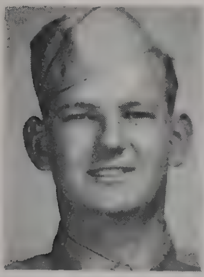
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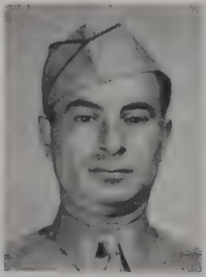
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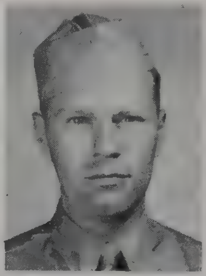
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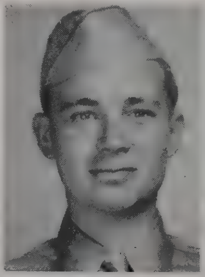
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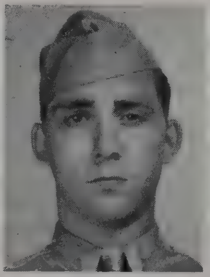
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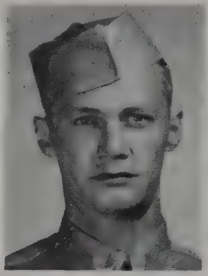
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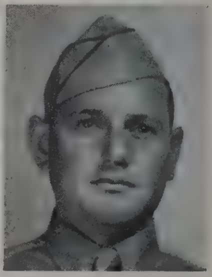
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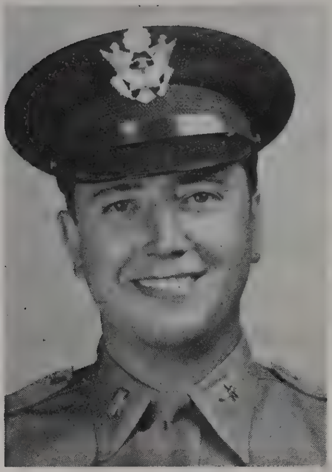
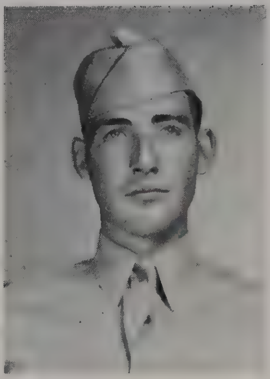
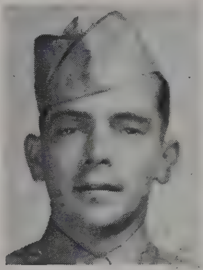

JAMES B. BUCHANAN
Second Lieutenant
Tactical Officer


ELMER F. ALEXANDER
O/C Captain

OFFICER CANDIDATE OFFICERS

GROUP C—SQUADRON 12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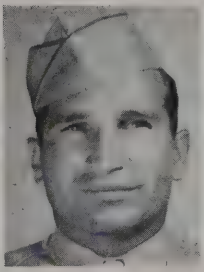
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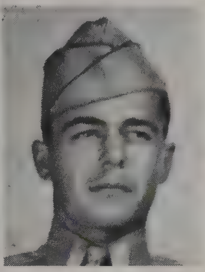
Lieutenant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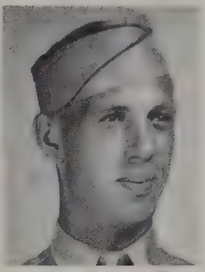
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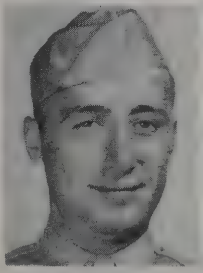
Lieutenant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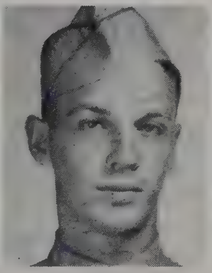
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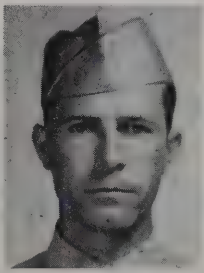
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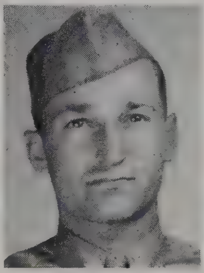
Sergeant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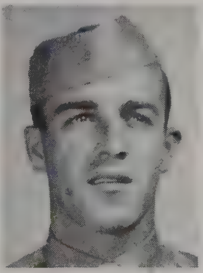
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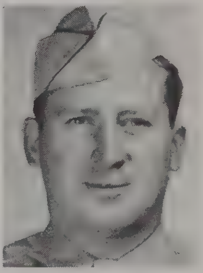
Sergeant

W. C. Shouldice, Jr.
Sergeant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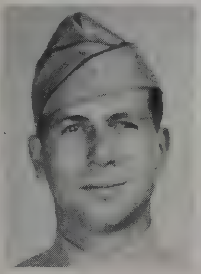
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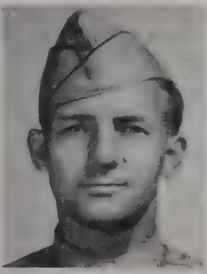
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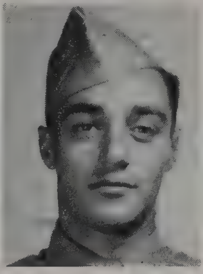
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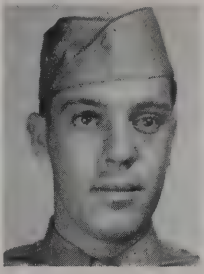
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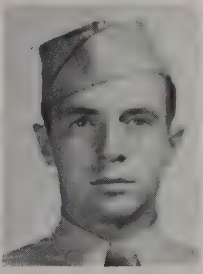
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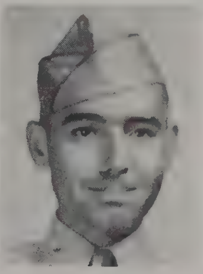
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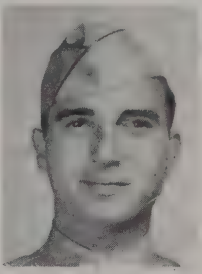
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Samuel W. Luce
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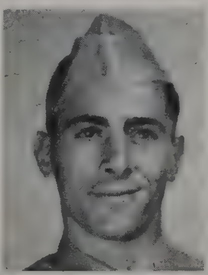
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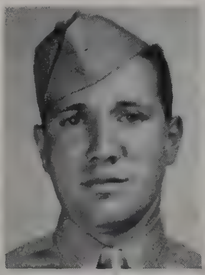
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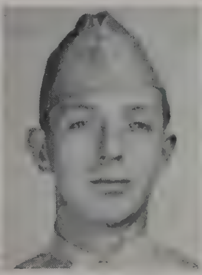
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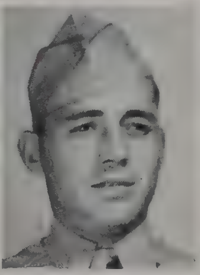
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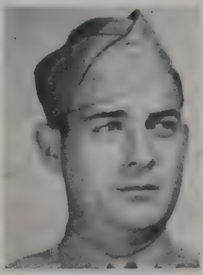
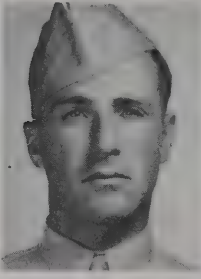

Thomas R. Wright
Corporal

OFFICER CANDIDATES

GROUP C—SQUADRON 12

Henry Herman Abrams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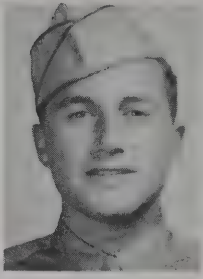
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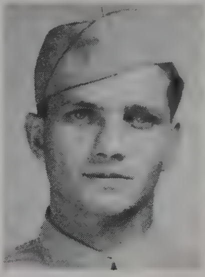
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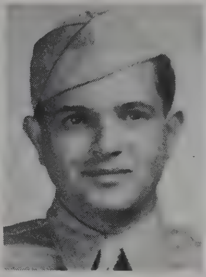
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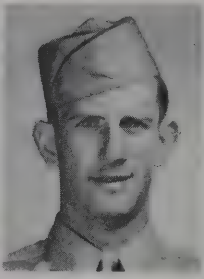
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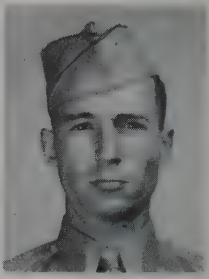
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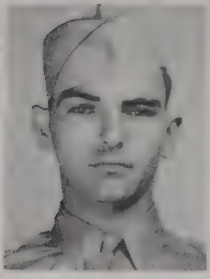
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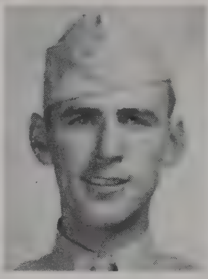
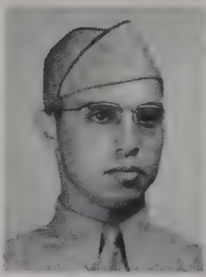

Steven G. Barstow

James E. Bayer

Frank E. Brady

Walter H. Brambir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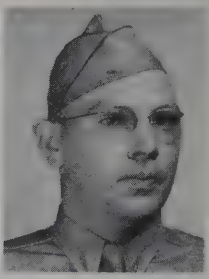
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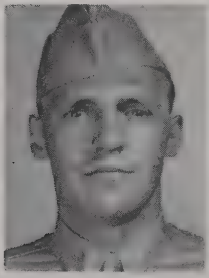
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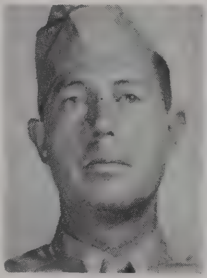
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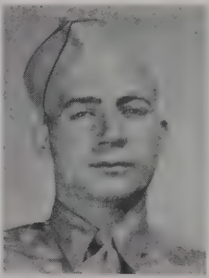
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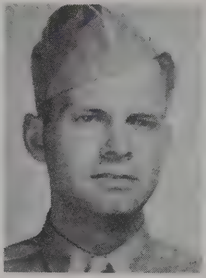
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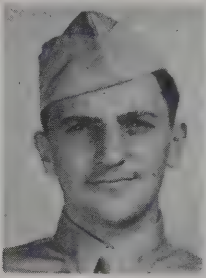
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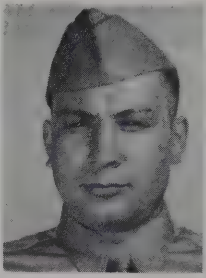
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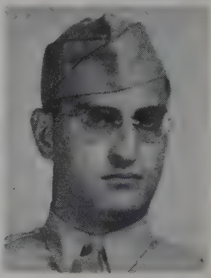
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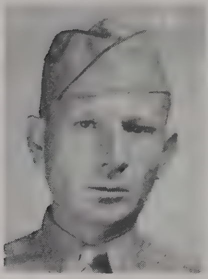
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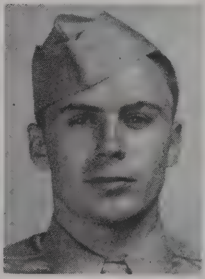
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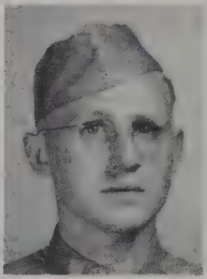
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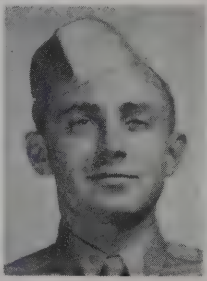
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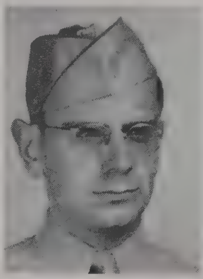
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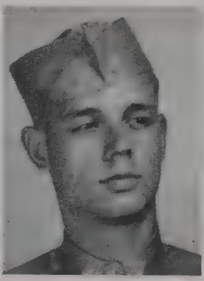
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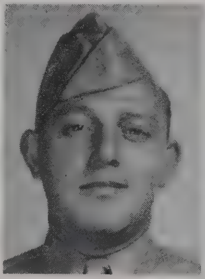
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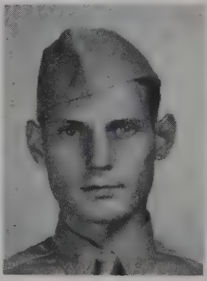
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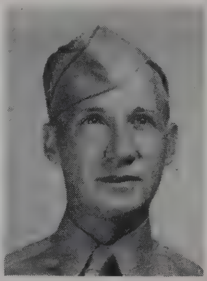
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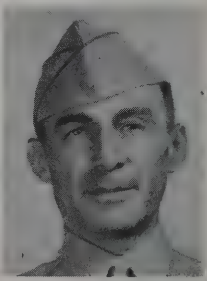
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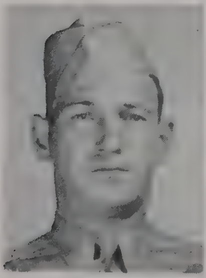
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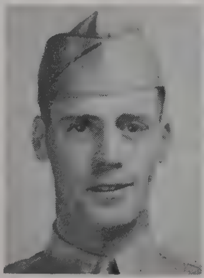
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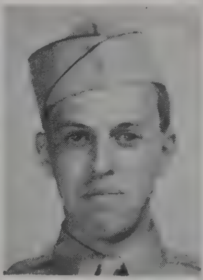
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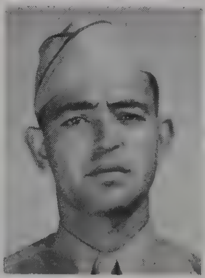
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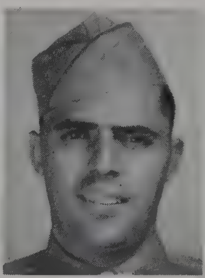
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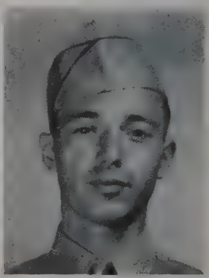
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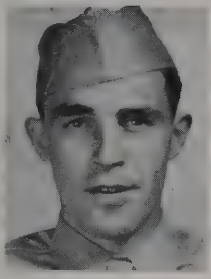
OFFICER CANDIDATES

GROUP C—SQUADRON 12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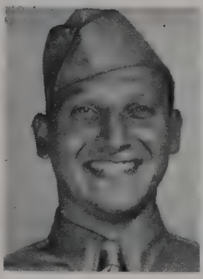
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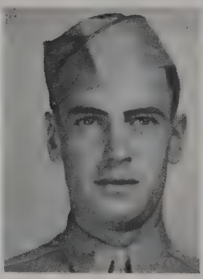
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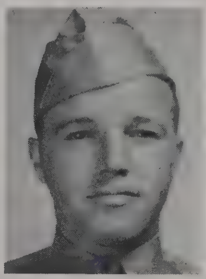
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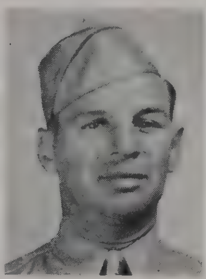
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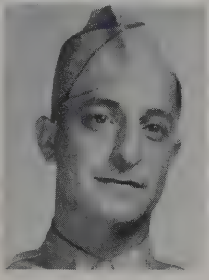
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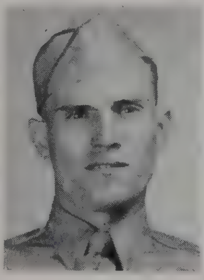
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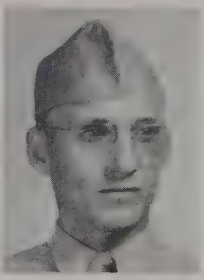
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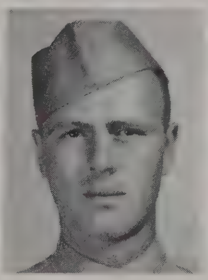
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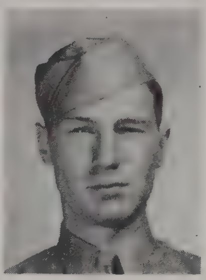
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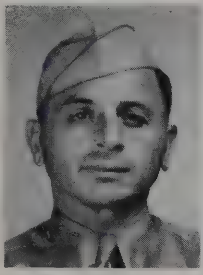
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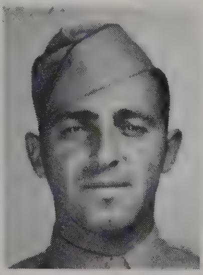
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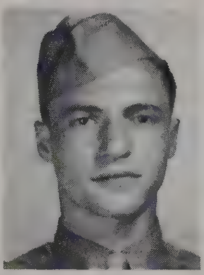
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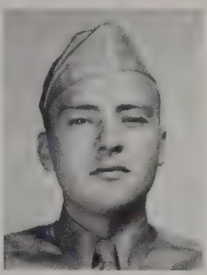
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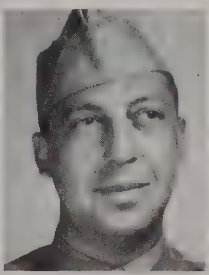
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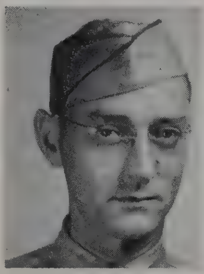
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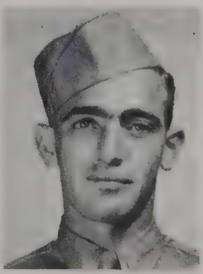
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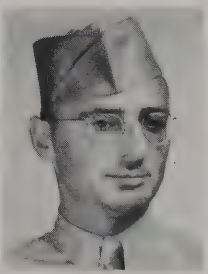
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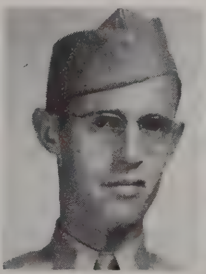
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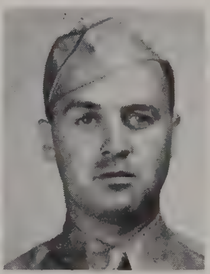
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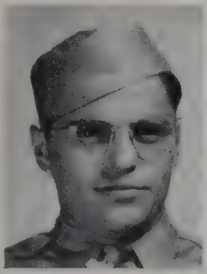
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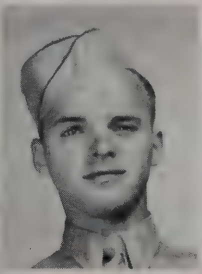
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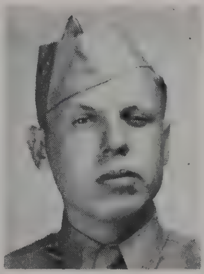
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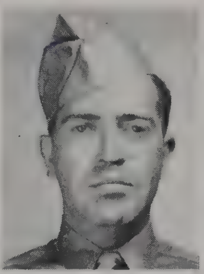
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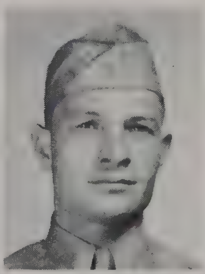
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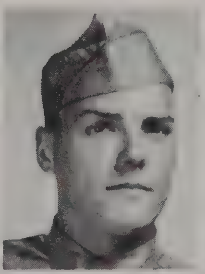
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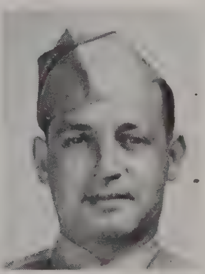
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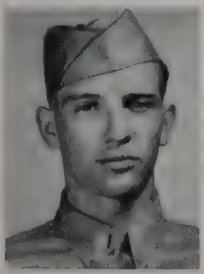
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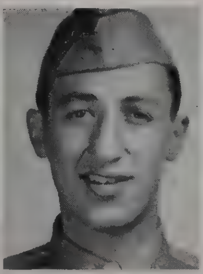
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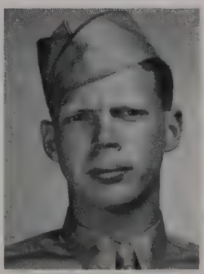
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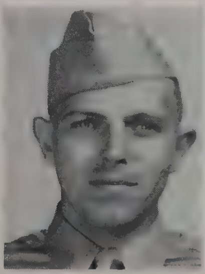
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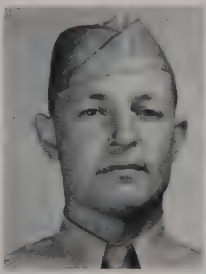
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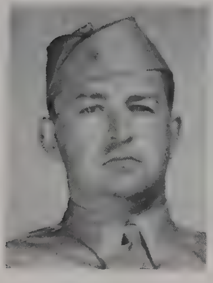
Harry J. Kane

OFFICER CANDIDATES

GROUP C—SQUADRON 12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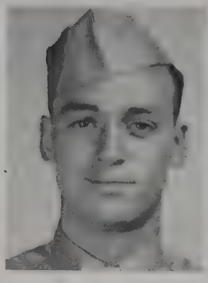
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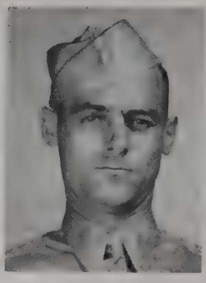
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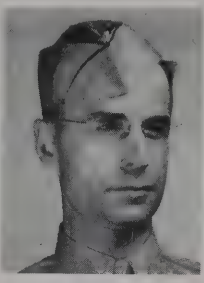
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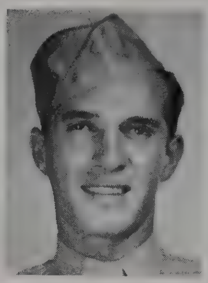
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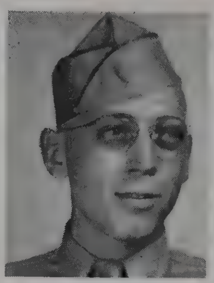
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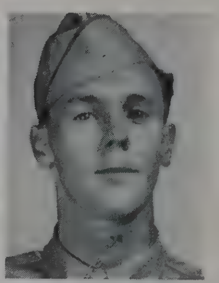
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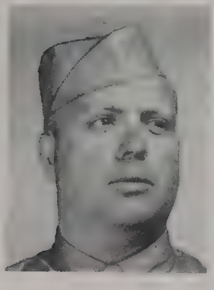
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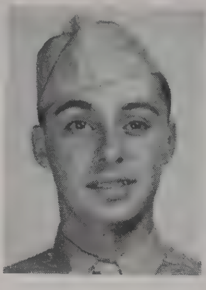
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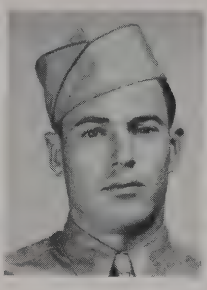
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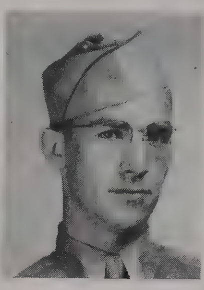
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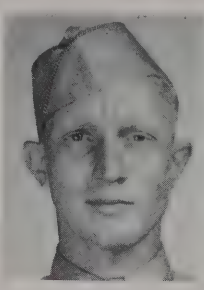
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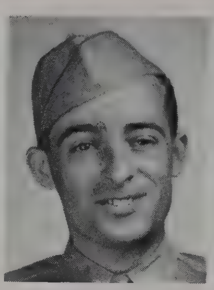
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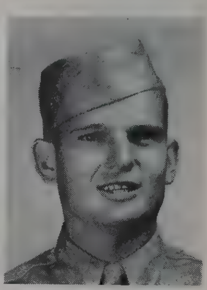
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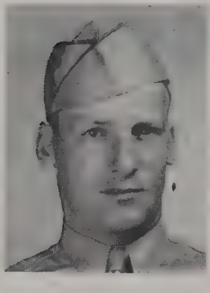
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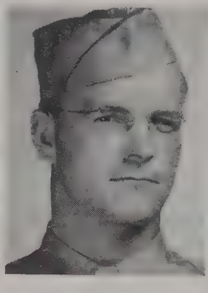
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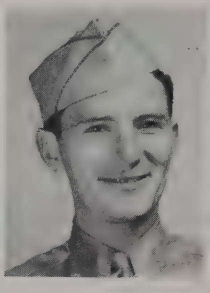
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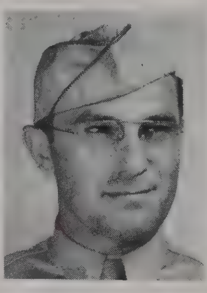
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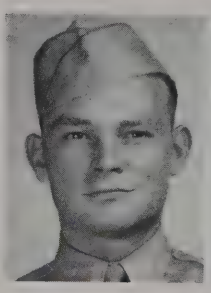
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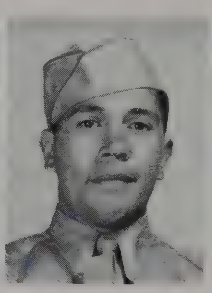
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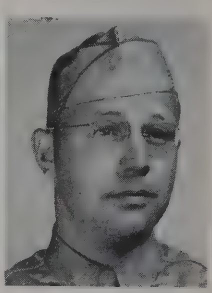
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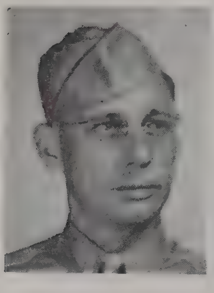
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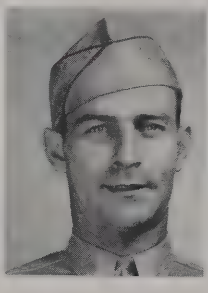
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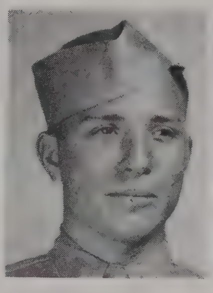
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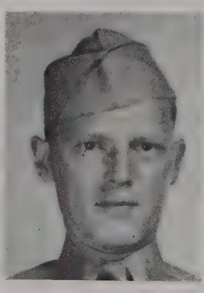
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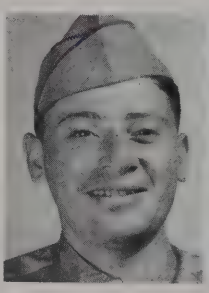
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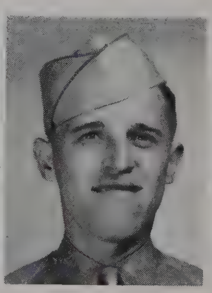
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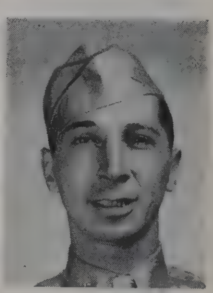
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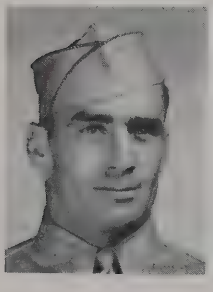
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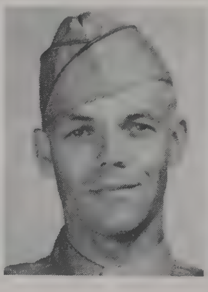
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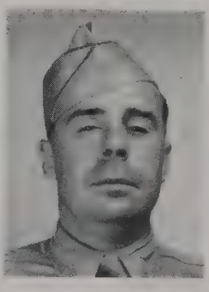
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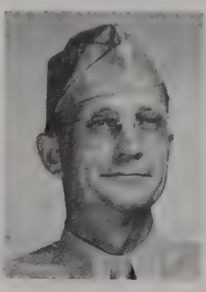
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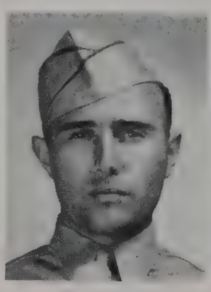
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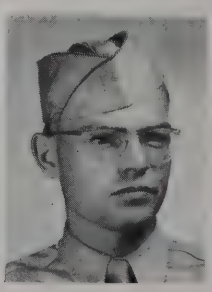
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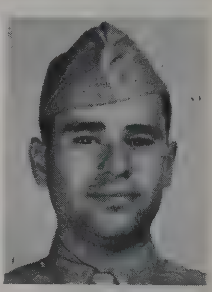
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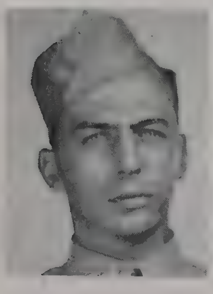
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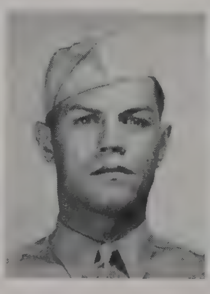
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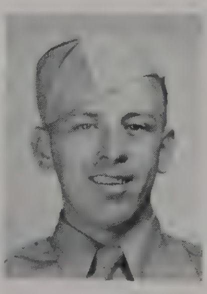
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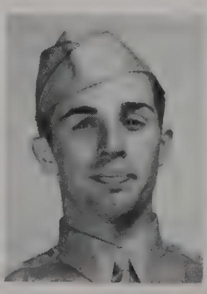
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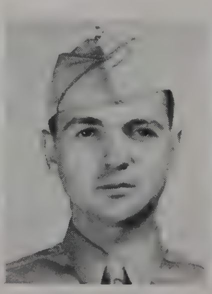
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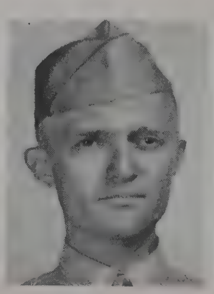
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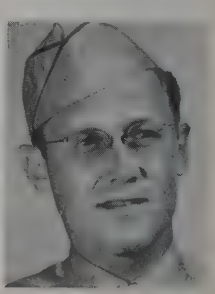
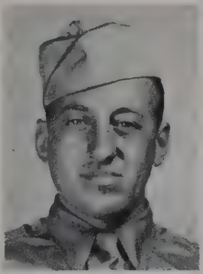

Joseph E. Rensch

OFFICER CANDIDATES

GROUP C—SQUADRON 12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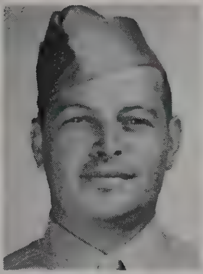
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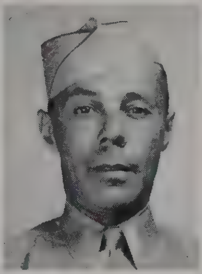
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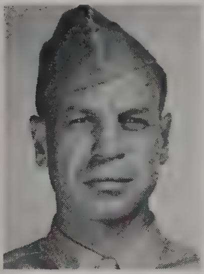
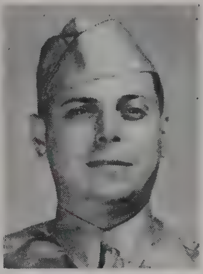
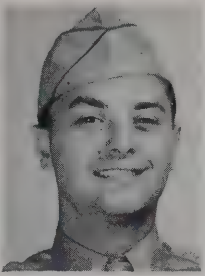

Homer G. Richey


Claude L. Rickard

Hugo A. Romano

Alexander Rosenberg

Frank Rowton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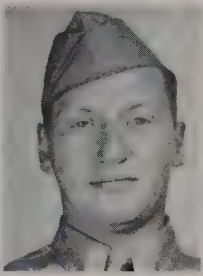
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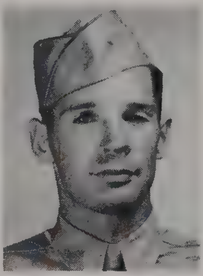
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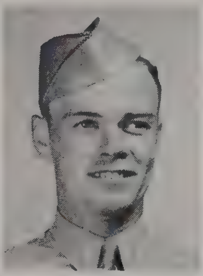
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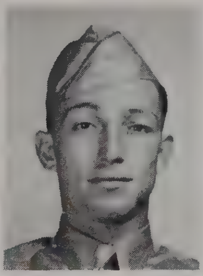
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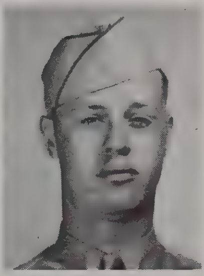
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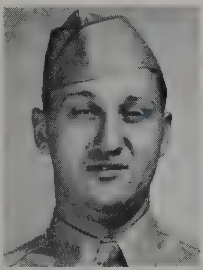
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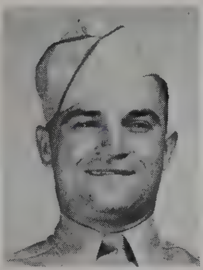
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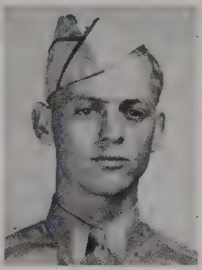
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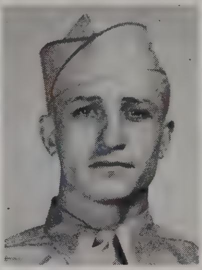
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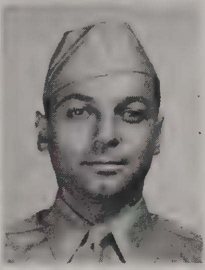
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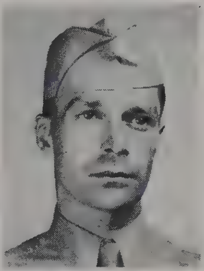
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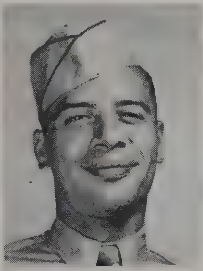
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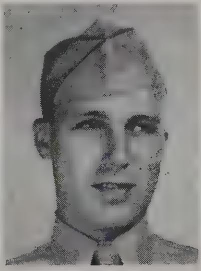
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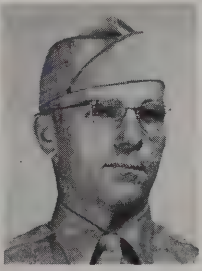
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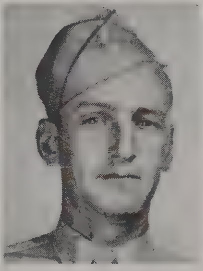
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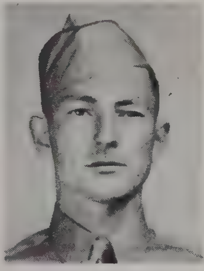
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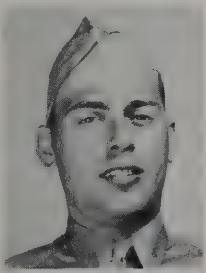
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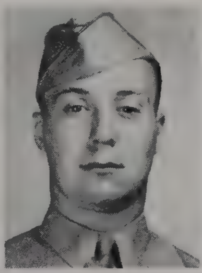
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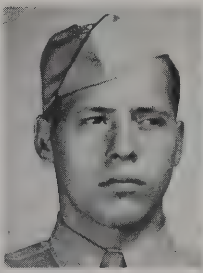
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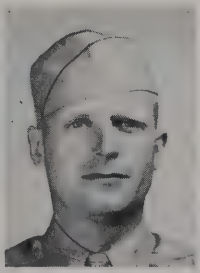
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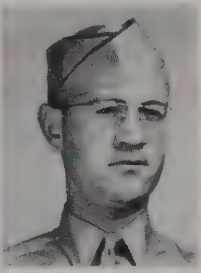
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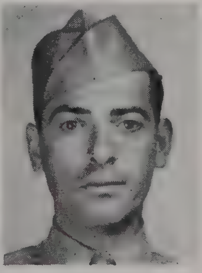
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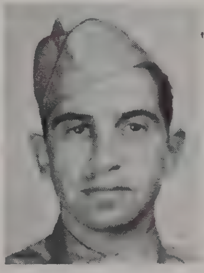
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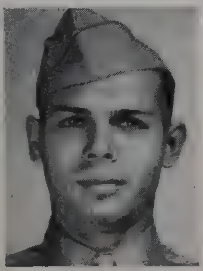
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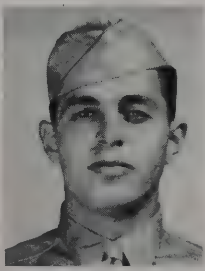
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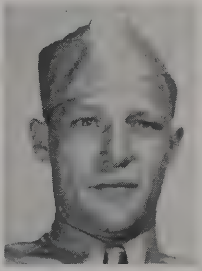
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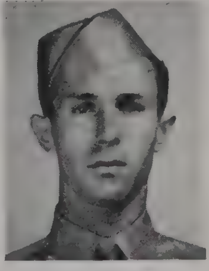
Peter A. Zahn

BIOGRAPHIES

SQUADRON NINE

ADAMS, U. L.—1209 Krieger Ave., Louisville, Ky.; Teacher, Coach; Army Air Forces.

ALEY, DONALD R.—1826 S. Main St., Wichita, Kan.; Auditor, United States General Accounting Office; Army Air Forces.

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BAKJIAN, A.—1627 W. 38th Pl., Los Angeles, Calif., Physical Education; Army Air Forces.

BARG, DAVID W.—1702 Hadley St.; Houston, Tex.; Accountant; Army Air Forces.

BEGUN, PHILIP—1546 Chicago Blvd., Detroit, Mich.; Lawyer; Signal Corps.

BERZIN, MILTON—11 Campus Pl., Brooklyn, N. Y.; Attorney; Detached Enlisted Men's List.

BOAZ, DELMAR F.—Box 665, Mexia, Tex.; Oilwell Driller; Medical Detachment, Army Air Forces.

BORRECCO, E. F.—Route 2, Box 363-A, Lemoore, Calif.; Factory Mechanic; Army Air Forces.

BOYCHEFF, K.—241 Worthington St., Toledo, Ohio; Coach, Physical Education Instructor; Army Air Forces.

BRINK, MELVIN L.—1809 W. Third St., Grand Island, Neb.; Newspaperman, Free Lance Writer; Army Air Forces.

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BROWN, RICHARD E.—491 Deer Park Ave., Babylon, N. Y.; Teacher; Army Air Forces.

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BUEHLER, WILLIAM A.—1380 Oakwood Ave., Columbus, Ohio; Electric Crane Operator; Army Air Forces.

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CARUTHERS, WILLIAM F.—Box 184, Irwin, Pa.; Student; Army Air Forces.

CASSADAY, HAROLD J.—134 W. Main St., Fort Wayne, Ind.; Employee, Vega Aircraft Corp.; Army Air Forces.

CIBULKA, BERT G.—3625 Phillips Pl., St. Louis, Mo.; Secretary and Treasurer, Flori Pipe Co.; Army Air Forces.

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COLE, CLYDE H.—18 Lincoln Ave., Dover, N. J.; Teacher, Coach; Army Air Forces.

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CRONK, TOM G.—317 Main St., Chadron, Neb.; Secretary; Army Air Forces.

DAUGHERTY, EDWARD V.—Huron, S. D.; Social Security Clerk; Army Air Forces.

DAVIDSON, GEORGE T., JR.—19 Park Ave., Winchester, Mass.; Teacher, Coach; Army Air Forces.

DAVIS, EDWARD L., JR.—Philadelphia, Pa.; Salesman; Army Air Forces.

DEAN, WILLIAM A.—332 Seaton Pl. N. E., Washington, D. C.; Commercial Artist, Photographer; Army Air Forces.

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DIEFFENBACH, WOODS W.—1314 Harding Ave., Palmyra, Pa.; Photographer; Army Air Forces.

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EYLER, MARVIN H.—Box 65, Houghton, N. Y.; Instructor.

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FARRELL, JOHN W.—420 Surf St., Chicago, Ill.; Sales Correspondent; Army Air Forces.

FEINBERG, JULIAN—24 John St., Brookline, Mass.; Manager, Officers Uniform Department; Army Air Forces.

FOLEY, FRANCIS X.—Parker Manor, Haverhill St., Lawrence, Mass.; Textile Manufacturing; Army Air Forces.

FOSTER, VIRGIL C.—37 Mary Day, Pontiac, Mich.; Investigator; Signal Corps.

FRANCIS, W. R.—331 Plum St., Troy, Ohio; Insurance Broker; Army Air Forces.

FRANK, ARVID W.—Wood Lake, Minn.; Social Worker; Army Air Forces.

FULLER, CARSON A.—14 Norwood Ave., Albany, N. Y.; Director of Physical Education; Coast Artillery Corps, Antiaircraft.

GALBREATH, G.—2808 S Cincinnati St., Tulsa, Okla.; Geologist, Petroleum Engineer; Army Air Forces.

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GILL, KERMIT A.—2542 11th Ave. S., Minneapolis, Minn.; Student; University of Minnesota; Army Air Forces.

GOODMAN, GENE J.—2670 N. Sherman Blvd., Milwaukee, Wis.; Salesman and Junior Accountant; Army Air Forces.

GREEN, ELMER G.—Kew Gardens, N. Y.; Partner, Collections and Reorganization; Army Air Forces.

GREGORY, ROBERT W.—Route 2, Madison, Ind.; Student, Farmer; Army Air Forces.

GROMAK, ANTHONY E. — Holly, Mich.; Livestock Farm Owner and Operator; Army Air Forces.

GRONOSTAJSKI, EDWARD A.—660 Ohio Ave., Trenton, N. J.; Army Air Forces.

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CARLINE, DONALD W.—2342 Charlack Rd., Overland, Mo.; College Student; Army Air Forces.

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CASEY, EARL O.—414 Topeka Blvd., San Antonio, Tex.; Army Air Forces.

CASTINE, HAROLD A.—1454 S. 72nd St., West Allis, Wis.; Army Air Forces.

CHAMBERLAIN, RICHARD H.—Randolph, N. Y.; Concert Singer and Teacher; Army Air Forces.

CHESNEY, ROBERT—329 O'Dell St., Kinde, Mich.; Chauffeur; Army Air Forces.

CLAUSEN, DANIEL G.—3116 Guard St., North, Minneapolis, Minn.; Government Clerk; Army Air Forces.

COATES, CHARLES G.—Littleton, Colo.; Rancher; Army Air Forces.

COCKINS, R. G.—Santa Monica Del. Mar Club, Santa Monica, Calif.; Lawyer; Army Air Forces.

CONOVER, L. G.—23 Oregon Ave., Absecon, N. J.; Mechanical Engineer; Infantry.

CONOVER, ROBERT JOHN—Amsterdam, N. Y.; Clerk; Army Air Forces.

CONRAD, CHARLES M.—E. Bay St., Barnegat, N. J.; Buyer, Retail Hardware Business; Army Air Forces.

COOPER, CHARLES F.—3448 W. 13th St., Chicago, Ill.; General Manager, Theatres; Army Air Forces.

CORNWELL, ALVIN E.—4244 Fourth Ave., Sacramento, Calif.; Assistant Manager, Drug Store; Army Air Forces.

CRAWFORD, JAMES H.—San Antonio, Tex.; Army Air Forces.

CRAWFORD, JOHN H.—Hanna, Wyo.; Paymaster; Army Air Forces.

CUNNINGHAM, PAUL J.—305 Sarah St., Assumption, Ill.; Carpenter; Army Air Forces.

CURRAN, JOHN H.—Steubenville, Ohio; Steel Worker; Army Air Forces.

DANILSON, HARRY T.—Chevy Chase, Md.; Real Estate Agent; Army Air Forces.

DAVIS, ROY E.—602 S. Cumberland St., Dallas, Tex.; Salesman; Army Air Forces.

DAVIS, WILBERT E.—Route 1, Yellow Springs, Ohio; Carpenter; Infantry.

DATZ, NATHANIEL D.—Brooklyn, N. Y.; Advertising; Army Air Forces.

DAY, JOHN M., JR.—13 Oliver St., Watertown, Mass.; Radio Announcer; Army Air Forces.

DEMENT, WILLARD A.—Ironton, Mo.; Personnel Officer; Army Air Forces.

DICKERSON, WILLIAM H., JR.—112 Saratoga Ave., Yonkers, N. Y.; Clerk, Insurance Co.; Army Air Forces.

DREBBIN, HARRY—Brooklyn, N. Y.; Junior Accountant; Signal Corps.

DUBAY, EUGENE W.—4100 N. Mason St., Chicago, Ill.; Carnegie, Ill., Steel Corp; Army Air Forces.

DUNN, JAMES O.—Quincy, Mass.; Student; Army Air Forces.

DUTKIEWICZ, BERNARD J.—1906 Burlingame St. S. W., Grand Rapids, Mich.; Professional Boxer; Corps of Military Police.

ECKARD, BOYD S.—Box 750, Porterville, Calif.; Student, University of San Francisco; Army Air Forces.

EGBERT, PAUL M.—2805 Hubbard St., Hannibal, Mo.; Insurance Agent; Army Air Forces.

ELSEY, ROBERT F., JR.—Brownfield, Pa.; Life Insurance Salesman; Army Air Forces.

ENGLERT, FREDERICK A.—223 96th St., Brooklyn, N. Y.; Office Supervisor; Army Air Forces.

ERICKSON, CLARENCE S.—Parker, S. D.; Bookkeeper and Salesman; Army Air Forces.

ERTNER, LAWRENCE W.—Plentywood, Mont.; Laborer; Army Air Forces.

ETTESVOLD, WINFRED L.—1133 N. 13th St., Lafayette, Ind.; Agricultural Economist and Teacher; Army Air Forces.

EVENSON, OBERT—522 Lincoln Ave., Eau Claire, Wis.; High School Teacher; Army Air Forces.

FARRIS, PAUL L.—Route 4, Vincennes, Ind.; Farmer; Signal Corps.

FAUST, JAMES E.—6010 S. 23rd St., East, Salt Lake City, Utah; Foreign Missionary; Army Air Forces.

FIOCCA, HERMAN O.—168 Clarendon St., Albion, N. Y.; Minimum Wage Investigator; Army Air Forces.

FIRSTBROOK, HARRY W.—3008 Hanover St., Dallas, Tex.; Auditor, Statistician; Army Air Forces.

FISHER, WILLIAM M.—Chicago, Ill.; Scrap Iron Broker; Army Air Forces.

FLYNN, PATRICK J.—Sanborn, Iowa; Student; Army Air Forces.

FREASE, DONALD E.—412 N. Magnolia, Fort Collins, Colo.; Student; Army Air Forces.

FRIEND, SYDNEY G.—Sussex, N. J.; Freight Traffic Department, Pennsylvanina Railroad; Army Air Forces.

FRY, VAUGHN W.—760 S. Main St., Lima, Ohio; Researcher; Army Air Forces.

GAIER, RAYMOND C.—622 W. Greene St., Piqua, Ohio; Insurance Adjuster; Army Air Forces.

GAINES, LEEMAN H.—4305 El Campo St., Forth Worth, Tex.; Real Estate Agent; Army Air Forces.

GALT, DAVID B.—123 Elizabeth St., Ferguson, Mo.; Lawyer; Army Air Forces.

GALUSHA, MAX A.—326 Wakeham St., Santa Ana, Calif.; Clerk; Southern California Edison Co.; Army Air Forces.

GEIST, HERBERT S.—299 Market St., Peterson, N. J.; Service Station Operator; Army Air Forces.

GLECKLER, FLOYD D.—123 E. First St., Chandler, Okla.; Junior Accountant; Coast Artillery Corps.

GOODWIN, DANIEL E.—702 Walnut St., Valley Falls, Kan.; Musician; Army Air Forces.

GREGES, JACK P.—Mount Vernon, N. Y.; Retail Jeweler; Army Air Forces.

GREUBEL, BOB O.—2416 Spring St., Racine, Wis.; Rendering; Army Air Forces.

HALLADAY, DONALD L.—14 Dublin St., Oswego, N. Y.; Newspaperman; Army Air Forces.

HEFFERNAN, DOUGLAS R.—531 E. Norman St., Springfield, Mo.; Insurance Clerk; Army Air Forces.

HENNIGH, MERLE L.—Sabetha, Kan.; Fountain Manager; Army Air Forces.

HENRY, RUSSELL F.—Eldert St., Brooklyn, N. Y.; Bank Clerk; Field Artillery Corps.

HEYNER, FRANK W., JR.—New York City; Student; Army Air Forces.

HIRSCH, EMILE I.—420 Forsyth St., Macon, Ga.; Attorney-at-Law; Army Air Forces.

HOEFLICH, MARCEL P.—626 16th Ave., San Francisco, Calif; Radio Engineer; Army Air Forces.

HOPKINS, PEYTON S.—Leesburg, Va.; Paymaster and Timekeeper; Army Air Forces.

HUNTER, J. M.—Route 3, Coushatta, La.; Service Station Attendant; Army Air Forces.

HUTCHINSON, PAUL E.—403 N. Walnut St., Bryan, Ohio; Stockroom Attendant; Army Air Forces.

ISRAEL, ELMO—West Blocton, Ala.; Public Relations Director; Army Air Forces.

JACKSON, FRANCIS L.—Aldie, Va.; Student; Army Air Forces.

JANUS, RAYMOND W.—Milwaukee, Wis.; Cost Accountant; Army Air Forces.

JEROME R. B.—Highland Ave., Buffalo, N. Y.; Musician; Army Air Forces.

JOHNSON, JOHN F.—Box 16, Purcell, Mo.; Mechanic; Army Air Forces.

KANE, HARRY F.—Lorain, Ohio; School Teacher, Coach; Army Air Forces.

KELLEGHER, FRANK J.—902 Hartley St., Linclon, Neb.; Clerk; Army Air Forces.

KROUTH, HAROLD W.—Salt Lake City, Utah; Elevator Operator; Army Air Forces.

KUENZLI, MORRIS J.—334 W. Walker St., Upper Sandusky, Ohio; Kuenzli Quarries Co. Inc.; Army Air Forces.

KUHN, LOUIS C., JR.—Washington, D. C.; Salesman; Army Air Forces.

KUMLER, CHARLES G.—Acker St., Lewisburg, Ohio; Lumberman; Army Air Forces.

KUSENER, WALTER C.—1701 E. Fox St., South Bend, Ind.; Bookkeeper; Infantry.

LAFFERRE, JAMES F., JR.—615 Camden St., Parkersburg, W. Va.; Assistant Manager, Dairy Store; Army Air Forces.

LALLEY, THOMAS E.—907 S. 47th St., Philadelphia, Pa.; Accountant; Army Air Forces.

LANCASTER, ROBERT D.—345 W. Park Ave., Aurora, Ill.; Sports Editor; Army Air Forces.

LESSER, H.—5311 S. Woodlawn Ave., Chicago, Ill.; Lawyer; Army Air Forces.

LEWIS, KERMIT H.—Mill St., Afton, N. Y.; Junior Structural Engineer; Army Air Forces.

LINN, WILLIAM V.—433 Ilchester Ave., Baltimore, Md.; Advertising Man; Army Air Forces.

LOCKLIER, ALLEN B.—Calvert, Tex.; Student; Army Air Forces.

LUCE, SAMUEL W.—Daytona Beach, Fla.; Physical Training Instructor; Army Air Forces.

LUDWIG, OTTO C.—214 Miller Ave., Bend, Ore.; Building Service Man; Army Air Forces.

LUTZ, GEORGE W.—Buffalo Prairie, Ill.; Engineering Student.

MacMURRAY, PHIL H.—1143 11th St., Santa Monica, Calif.; Radio Announcer; Army Air Forces.

MAKI, ARNE A.—21 E. Third St., Duluth, Minn.; Clerk; Army Air Forces.

MALCOLM, WALTER T.—Indiana, Pa.; Attorney-at-Law; Army Air Forces.

MARKS, JOHN M.—West Allis, Wis.; Accountant; Coast Artillery Corps.

MARMION, FRANK J., JR.—12 Hazel Dr., Mountain Leb., Pittsburgh, Pa.; College Student; Army Air Forces.

MARSHALL, J. J.—Marion, Ind; Band Leader; Army Air Forces.

MARTIN, BRODIE L., JR.—Route 1, Whiteville, N. C.; Clerk; Army Air Forces.

MARTINEZ, CHARLES C.—552 Academy St., New York City; Accountant; Army Air Forces.

MATELSKI, HARRY A.—Berea, Ohio; Grocery Store Manager; Army Air Forces.

McFARLAND, JAMES W.—1131 S. 16th St., Bellingham, Wash.; Science Instructor; Army Air Forces.

McGILL, WILBUR—1000 E. Cervantes St.; Pensacola, Fla.; Professional Baseball Player; Army Air Forces.

MEENEN, HAROLD G.—621 Haven St., St. Louis, Mo.; Auditor; Army Air Forces.

MILLACCI, EDWARD C.—133-23 41st Rd., Flushing, L. I.; Bookkeeper; Infantry.

MILLS, WILLIAM L.—12331 Jane Ave., Detroit, Mich.; Cost Estimator, Sales Department; Army Air Forces.

MOFFATT, EDWARD P.—655 Clayton St., Denver, Colo.; Accountant; Army Air Forces.

MOODY, HAROLD J.—Tempe, Ariz.; Accountant; Army Air Forces.

MUNNICH, ANTHONY M.—Cincinnati, Ohio; Assistant Buyer; Army Air Forces.

NEBERA, FRED—Grant Town, W. Va.; Physical Training Instructor; Army Air Forces.

NEUBAUER, JACK—Newark, N. J.; Insurance Broker; Army Air Forces.

NOVAK, EDWARD R.—2434 Walton St., Chicago, Ill.; Accountant, Aduitor; Army Air Forces.

NUGENT NICHOLAS J.—2873 Culver Road, Rochester, N. Y.; Physical Director; Army Air Forces.

OLDERSHAW, DOUGLAS C.—314 E. 74th St., Los Angeles, Calif.; Football Coach; Army Air Forces.

OLSON, HUGO V.—25 Reed Ave., Everett, Mass.; Office Manager; Army Air Forces.

PAJOT, CLETUS T.—232 E. Warren Ave., Detroit, Mich.; Manufacturer; Army Air Forces.

PALMER, L. M.—Grand Saline, Tex.; Teacher and Coach; Army Air Forces.

PATE, THOMAS—Port Isabel, Tex.; Accounting Clerk; Army Air Forces.

PETERSON, WALLACE C.—1710 Otoe St., Lincoln, Neb.; Student; Army Air Forces.

POSNER, RICHARD P.—1765 E. 55th St., Chicago, Ill.; Lawyer; Army Air Forces.

PRESTIN, CARL B.—Champaign, Ill.; Lawyer; Army Air Forces.

PUTNAM, RALPH D.—1034 S. Mississippi St., Lakeland, Fla.; Bank Clerk; Army Air Forces.

RAHMER, FRANK J.—405 Clipper St., San Francisco, Calif.; Salesman; Army Air Forces.

RAMEY, SHIRLEY A.—Low Gap, N. C.; Teacher, Coach; Army Air Forces.

REDARD, RODMAN J.—Fort Loudon, Pa.; Student; Army Air Forces.

REEN, PATRICK F.—1315 Third Ave., New York City; Coach and Physical Instructor; Army Air Forces.

REEVE, DONALD B.—5006 Franklin Ave., Los Angeles, Calif.; Motion Picture Publicity; Army Air Forces.

REID, ROBERT H.—Reidville, S. C.; Teacher; Army Air Forces.

RENSCH, J. F.—Chillicothe, Mo.; Insurance Agent; Army Air Forces.

REYNOLDS, CLINTON D.—Route 1, Blanchester, Ohio; Salesman; Army Air Forces

RICHARDS, GEORGE M. D.—243 E. Patterson St., Lansford, Pa.; Lawyer; Finance Department.

RICHARDSON, N. A.—910 S. Grandview, Los Angeles, Calif.; Sales Promotion; Army Air Forces.

RICHEY, HOMER G.—Route 3, Charlottesville, Va.; Instructor, University of Virginia; Army Air Forces.

RICKARD, CLAUDE L.—952 Eighth St., Des Moines, Iowa; Chef; Army Air Forces.

ROBINSON, GEORGE H.—509 S. Chestnut St., Collinsville, Ill.; Office Manager; Army Air Forces.

ROMANO, HUGO A.—220 Hanover St., Boston, Mass.; Lawyer and Inspector; Army Air Forces.

ROSENBERG, ALEX—2450 S. Sixth St., Philadelphia, Pa.; Accountant; Finance Department.

ROWTON, FRANK—Leoti, Kan.; Student; Army Air Forces.

RUBIN, GILBERT—Baltimore, Md.; Student; Army Air Forces.

RUBIN, MAX—1656 66th St., Brooklyn, N. Y.; Attorney; Medical Department.

SCOTT, GORDON P.—Eighth State St., Norwalk, Ohio; Coach; Army Air Forces.

SCRUGGS, PAUL B.—Clifton Forge, Va.; Steward; Army Air Forces.

SHANAHAN, JOHN J.—1714 Horton Ave., Grand Rapids, Mich.; Student; Army Air Forces.

SCHOOL, DAVID O.—General Delivery, Lisbon, La.; Professional Baseball Player; Army Air Forces.

SHOULDICE, WILLIAM C., JR.—124 River St., Rutland, Vt.; Life Insurance Agent; Army Air Forces.

SIMS, JAMES H.—3322 River Rd., Cincinnati, Ohio; Draftsman; Army Air Forces.

SKARDA, PAUL J.—Diagonal, Iowa; Athletic Coach; Corps of Engineers.

SLOVAK, ROBERT—Elliston, Ohio; Physical Training Instructor; Army Air Forces.

STEINDORFF, HERBERT E.—801 Second Ave. E., Cullman, Ala.; Musician, Entertainer; Army Air Forces

STICKELS, WALTER H.—Bangor, Mich.; Student; Army Air Forces.

STRONG, HARLEY D.—Cushing, Okla.; Investigator; Army Air Forces.

SULLIVAN, WELDON E.—308 Lucas St., Palacios, Tex.; Athletic Instructor; Army Air Forces.

SYLVESTER, GEORGE M.—1825 Cimarron St., Los Angeles, Calif.; Salesman; Army Air Forces.

TAYLOR, MAURICE F. W.—1679 35th St. N. W., Washington, D. C.; Industrial Economist; Army Air Forces.

TAYLOR, WILLIAM D.—150 E. San Carlos St., San Jose, Calif.; Restaurant Manager; Army Air Forces.

TERRES, GERVASE P.—1107 Eighth Ave. S., Saint Cloud, Minn.; Sales Manager, Athletic Director; Army Air Forces.

TOMLINSON, JOHN E.—84 Storms Ave., Jersey City, N. J.; Clerk, Student; Army Air Forces.

TRUXAL, WILLIAM H.—Perry Ave., Greensburg, Pa.; Banker; Army Air Forces.

VANDENBURGH, EVERT L.—510 Fremont St., Laramie, Wyo.; Mathematics Instructor; Quartermaster Corps.

VanDIVER, WILLIAM E.—Dardanelle, Ark.; Insurance Salesman; Army Air Forces.

VAUGHAN, FRANK B., JR.—122 W. Summit St., San Antonio, Tex.; Accountant; Army Air Forces.

VERHAGEN, LLOYD W.—Kaukauna, Wis.; Tire Salesman; Army Air Forces.

VIGNEAULT, RAYMOND R.—252 Pawtucket St., Lowell, Mass.; Student; Army Air Forces.

VILLA, ROBINSON J.—7435 Euston Rd., Philadelphia, Pa.; Publications; Army Air Forces.

VILLIARD, ELLIS F.—Radisson, Wis.; Student; Army Air Forces.

WAHLBERG, ARNOLD O.—Route 1, Box 113, Sandstone, Minn.; Social Worker; Army Air Forces.

WALLACE, JOHN E.—87 Warren St., Medford, Mass.; Director, First Aid and Accident Prevention; Army Air Forces.

WALSH, JOHN M.—2432 University Ave., Bronx, N. Y.; Accountant, Radio Corporation of America; Army Air Forces.

WATTERSON, FRANCIS X.—Marlboro, N. H.; Assistant Superintendent and Designer Knit Fabrics; Army Air Forces.

WEINBERG, NORMAN S.—28 Colborne Rd., Boston, Mass.; Engineer; Army Air Forces.

WEITZNER, LAWRENCE—180 E. 30th St., New York City; Accountant; Finance Department.

WHITMAN, ABRAHAM D.—4 Kensington Rd., Worcester, Mass.; Operated Dairy; Army Air Forces.

WILLIAMS, EDWARD E.—Westmoreland, Kan.; Bookkeeper and Service Station Manager; Army Air Forces.

WINKLEMAN, EDWARD W.—Houston, Tex.; Student, University of Houston; Army Air Forces.

WOLFSKILL, MAURICE E.—923 W. Washington St., Norristown, Pa.; Photographer, Salesman; Army Air Forces.

WRIGHT, THOMAS R.—Nashville, Tenn.; Draftsman; Army Air Forces.

WYNNE, JAMES J.—122 48th St., Union City, N. J.; Newspaper Clerk; Army Air Forces.

ZAHN, PETER A.—4500 S. Peninsula Dr., Daytona Beach, Fla.; Florist; Coast Artillery Corps.

ZAITZ, ANTHONY W.—46 Second St., Chelsea, Mass.; Musician; Army Air Forces.

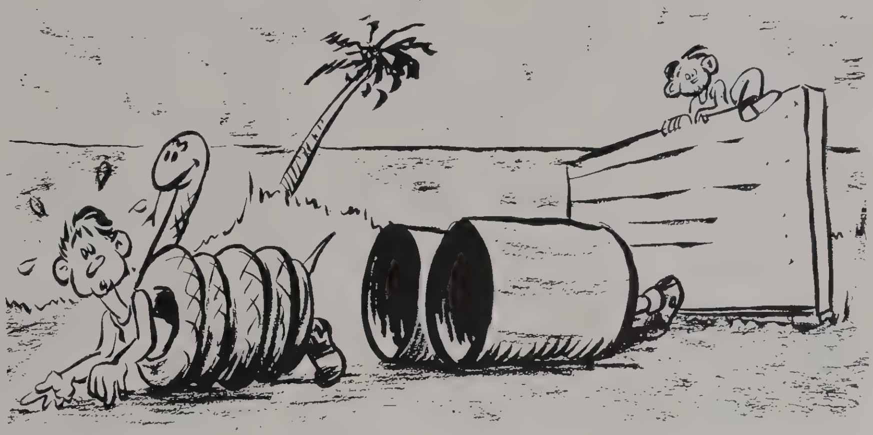
GROUP... ACTIVITIES

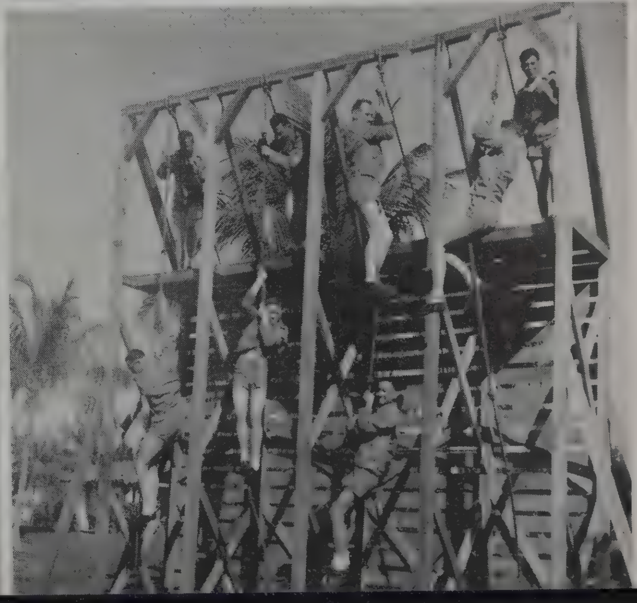
• • •

OFF TO SCHOOL

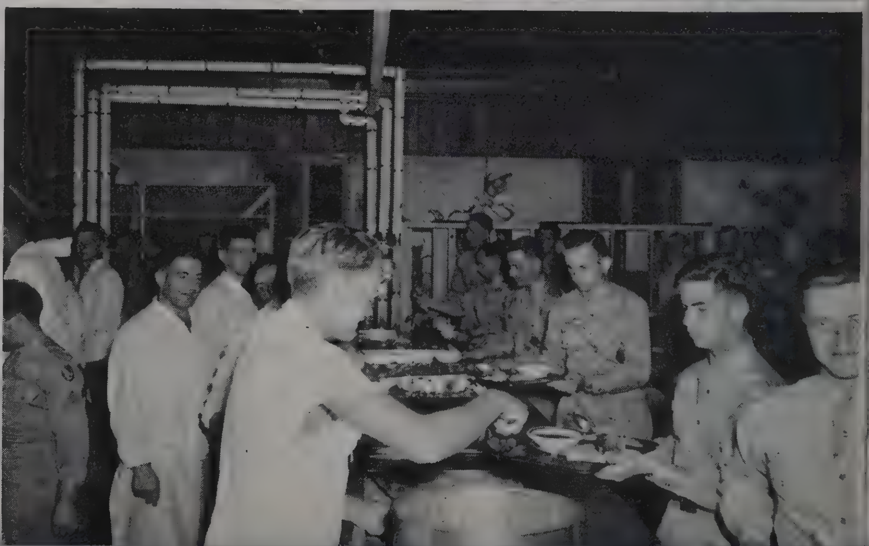
The Army's Daily Dozen

Obstacle Course

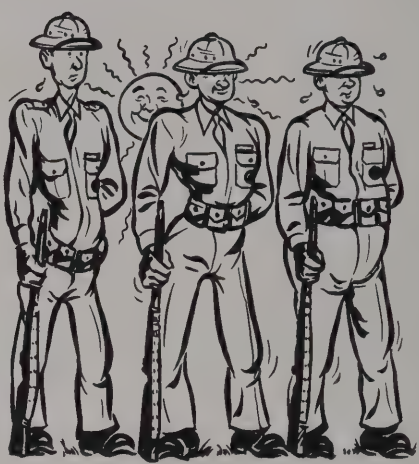


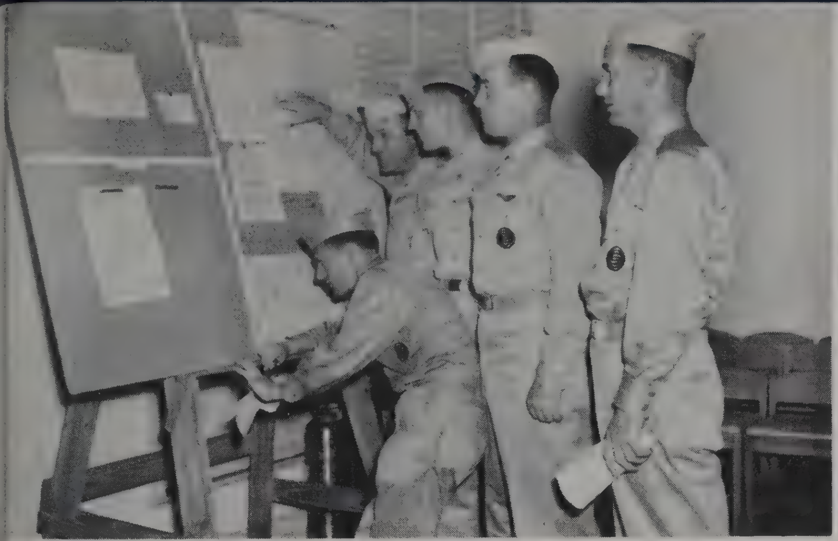


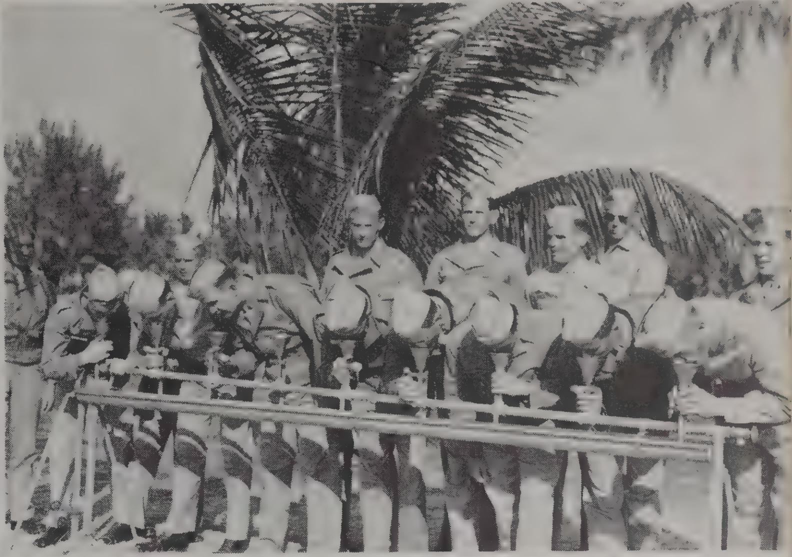
★ MESS ★



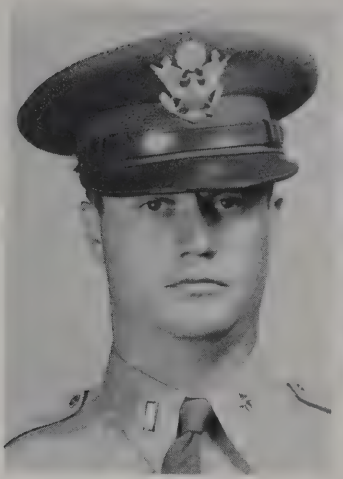
← On the March Snapshots →



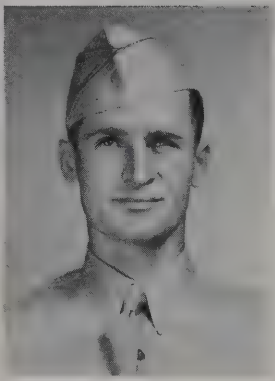




Hours
Minutes



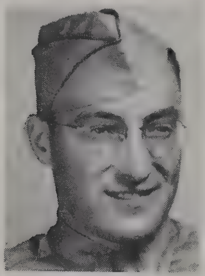
ROBERT P. BESTOR
First Lieutenant
Tactical Officer



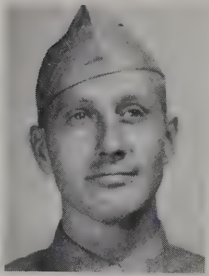
ZENNETH D. WARD
O/C Captain

OFFICER CANDIDATE OFFICERS

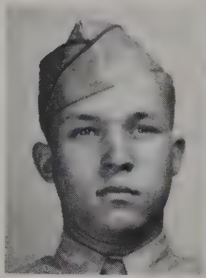
GROUP D—SQUADRON 13



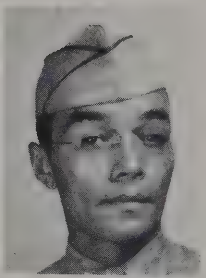
David P. Boies
Lieutenant



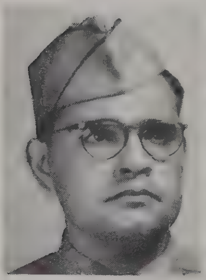
Donald V. McCallum
Lieutenant



Foster Rackliffe
Lieutenant

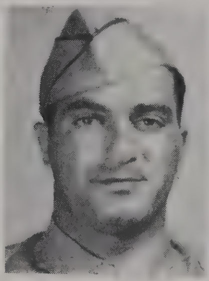


Joseph G. Townsend
Lieutenant

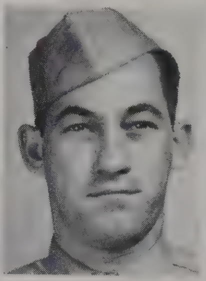


Donald W. Liggitt
First Sergeant

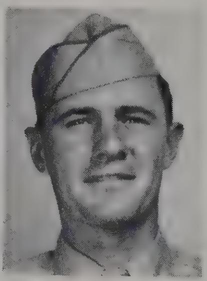
Charles W. Bishoff
Supply Sergeant



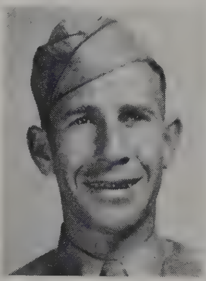
Leonard Berz
Sergeant



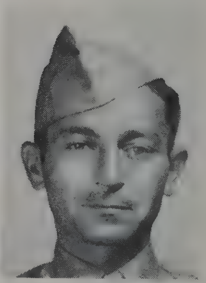
A. T. H. Bradford, Jr.
Sergeant



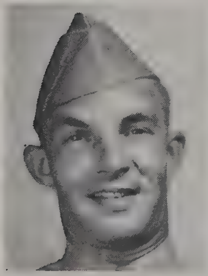
Daniel M. Donohue
Sergeant



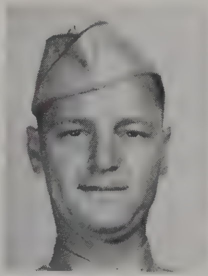
Jack H. Littlejohn
Sergeant



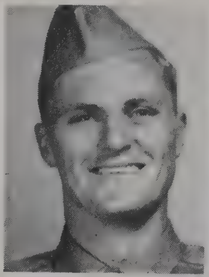
Francis C. Raidy
Sergeant



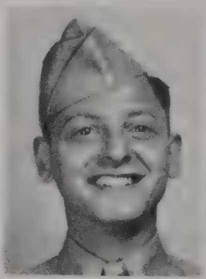
Carlton D. Schoolcraft
Sergeant



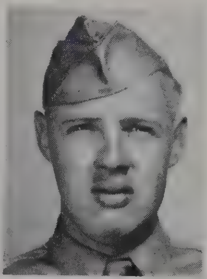
Humphrey G. Black
Corporal



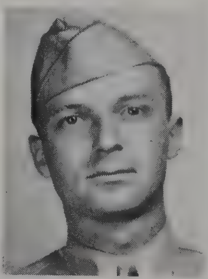
David W. Davis, Jr.
Corporal



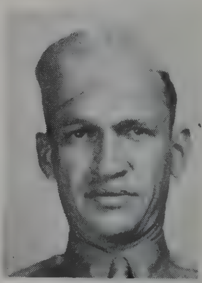
Harold D. Davis
Corporal



W. F. Freeman, Jr.
Corporal



Roy H. Hodge, Jr.
Corporal

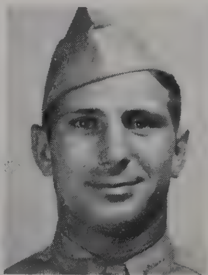


John K. Leaman
Corporal

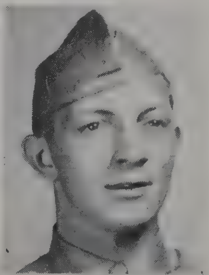
Claude L. Emerson
Corporal

Jack R. Seals
Corporal

Douglas W. Lewis
Corporal



Herbert B. Parker
Corporal

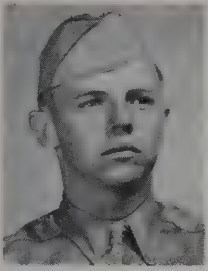


James E. Williams
Corporal

John R. Barry
Corporal

OFFICER CANDIDATES

GROUP D—SQUADRON 13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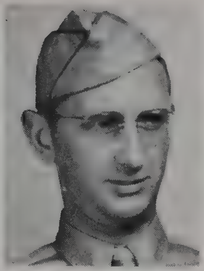
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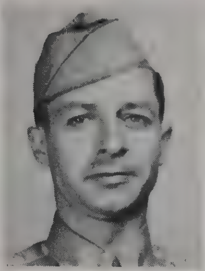
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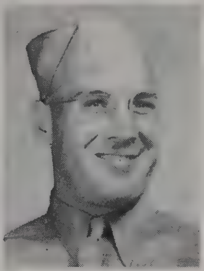
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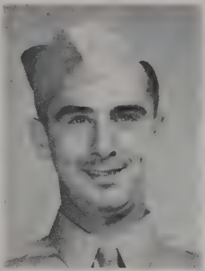
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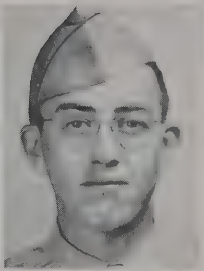
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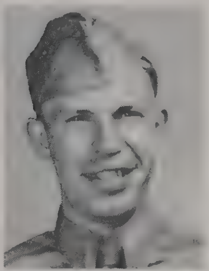
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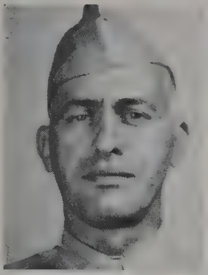
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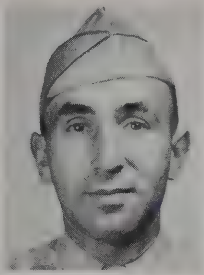
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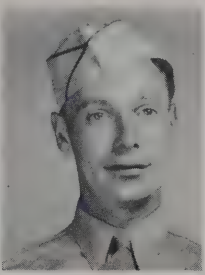
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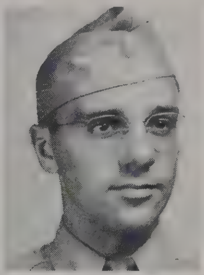
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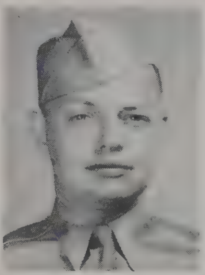
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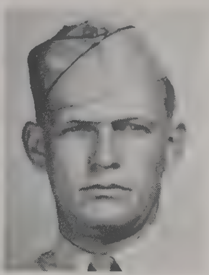
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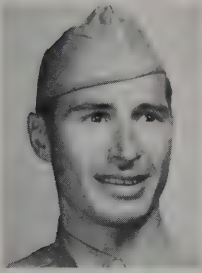
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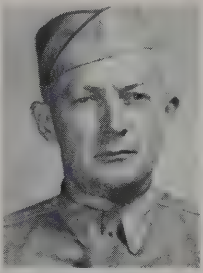
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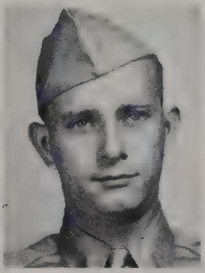
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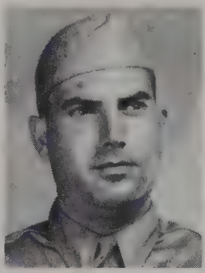
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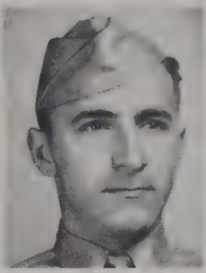
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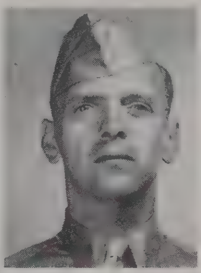
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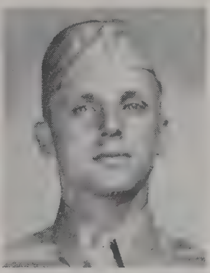
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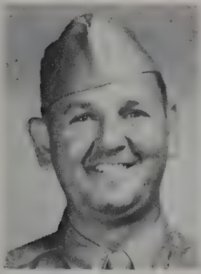
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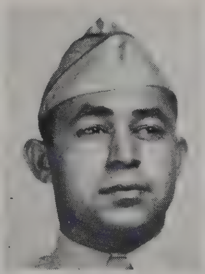
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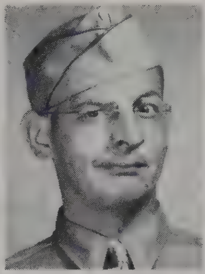
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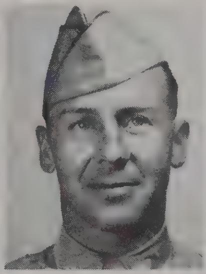
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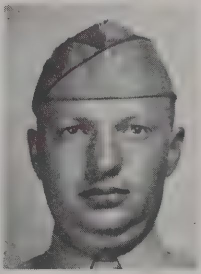
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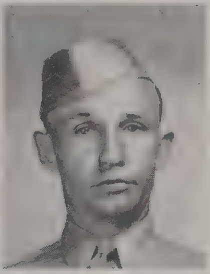
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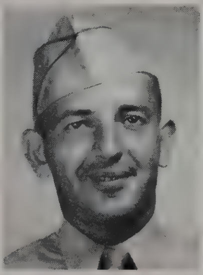
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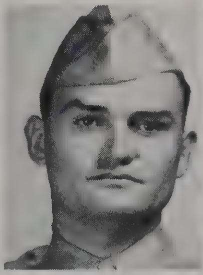
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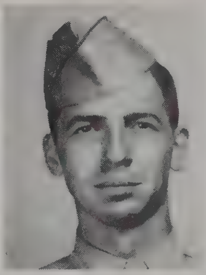
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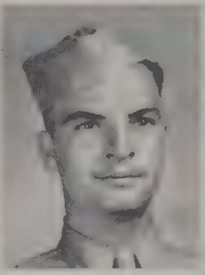
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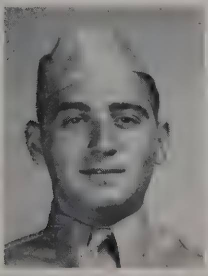
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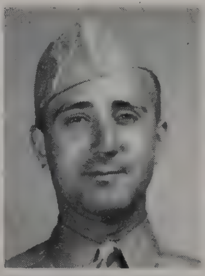
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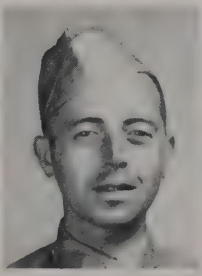
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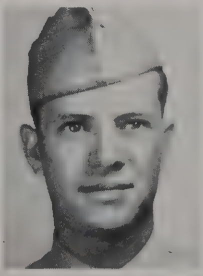
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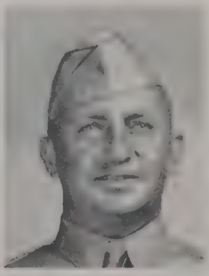
Jack B. Eatman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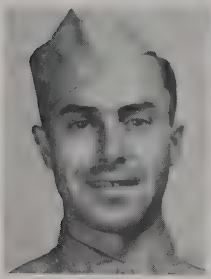
OFFICER CANDIDATES

GROUP D—SQUADRON 13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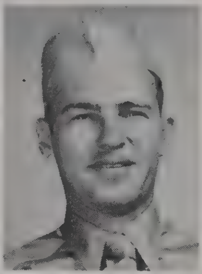
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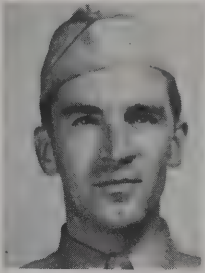
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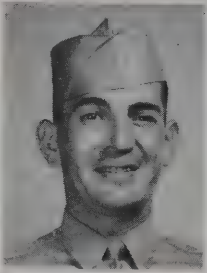
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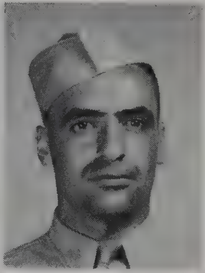
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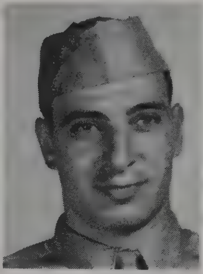
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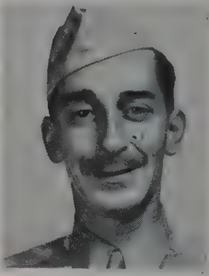
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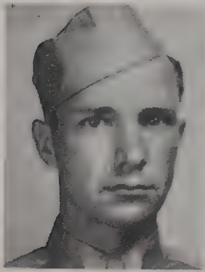
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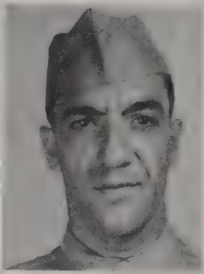
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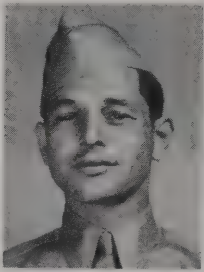
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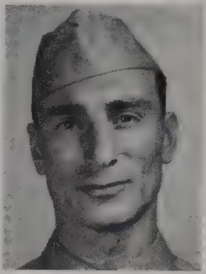
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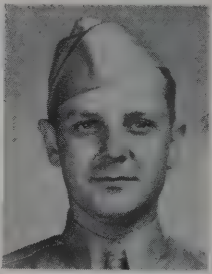
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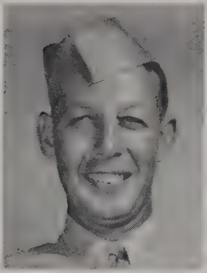
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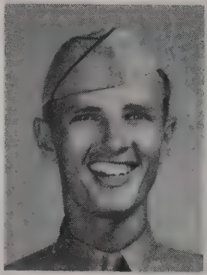
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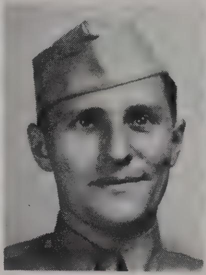
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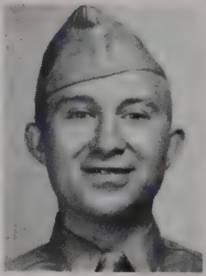
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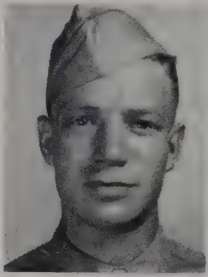
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Hugh G. Heiland

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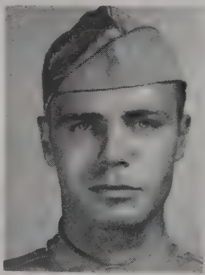
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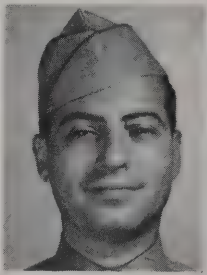
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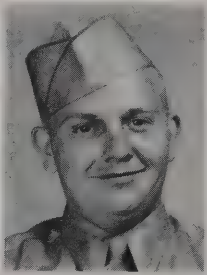
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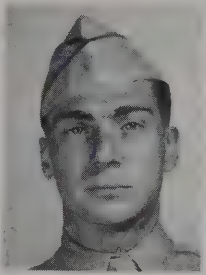
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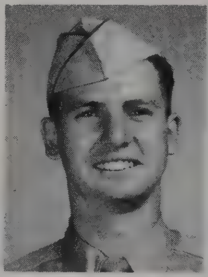
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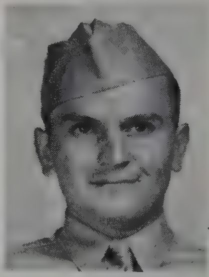
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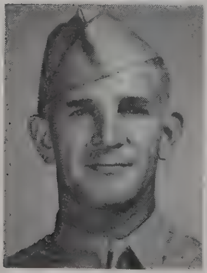
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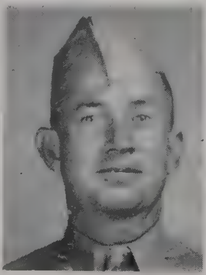
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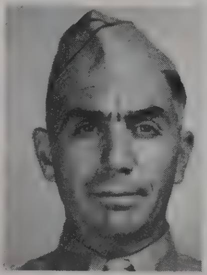
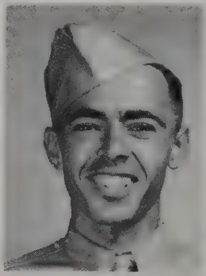

Charles B. Ingram, Jr.

Benjamin F. Jackson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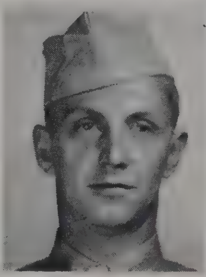
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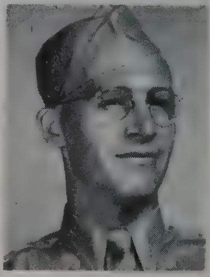
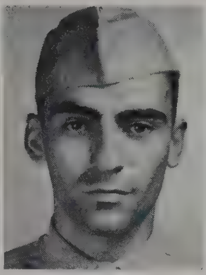

Lynn P. Johnson

OFFICER CANDIDATES

GROUP D—SQUADRON 13

Francis G. Johnston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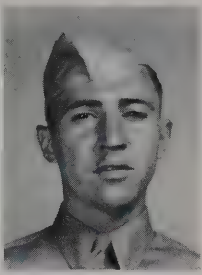
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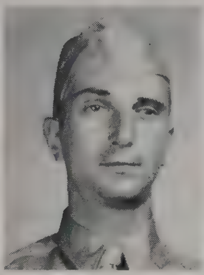
Fred P. Kellman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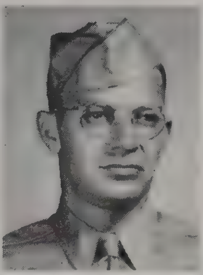
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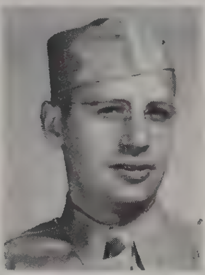
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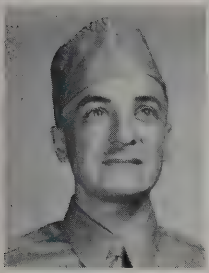
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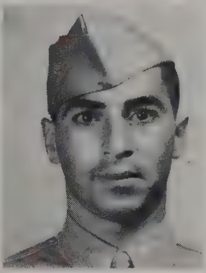
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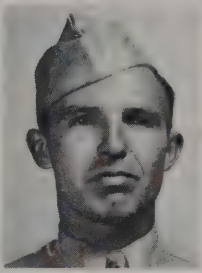
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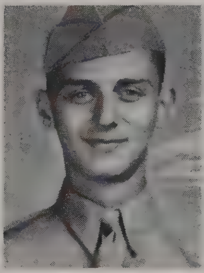
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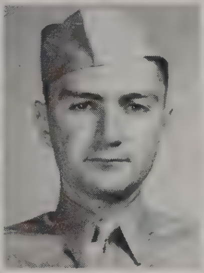
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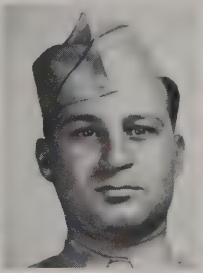
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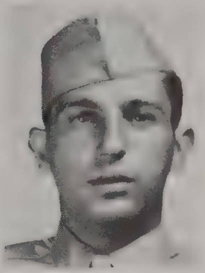
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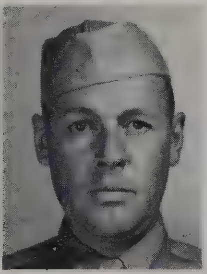
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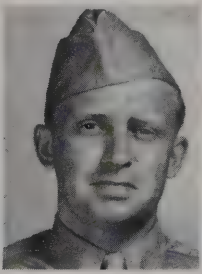
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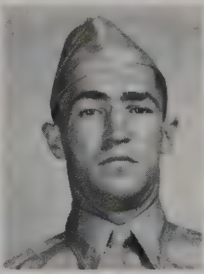
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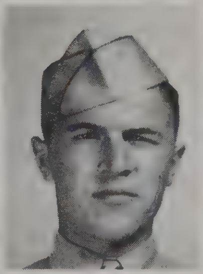
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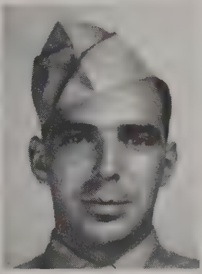
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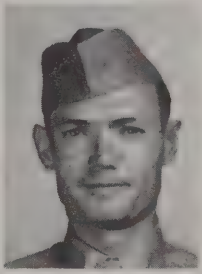
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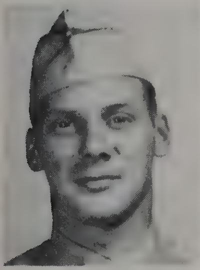
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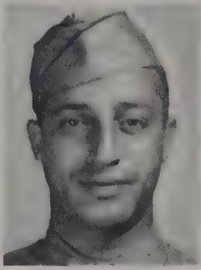
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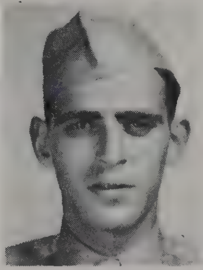
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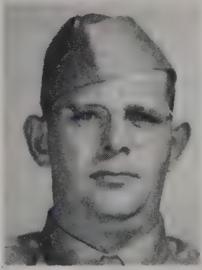
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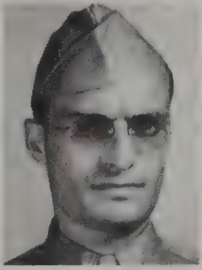
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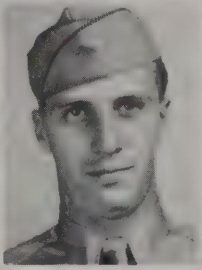
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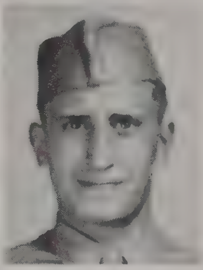
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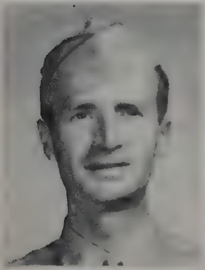
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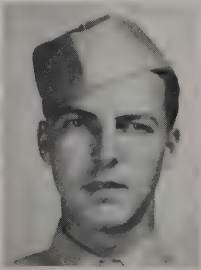
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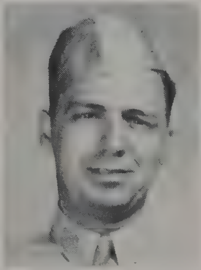
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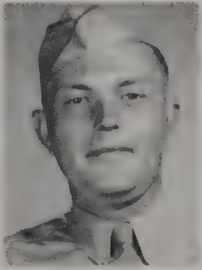
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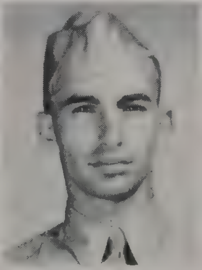
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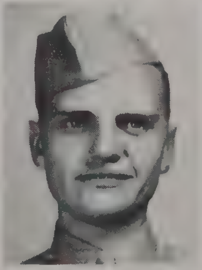
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Robert H. Maida

OFFICER CANDIDATES

GROUP D—SQUADRON 13

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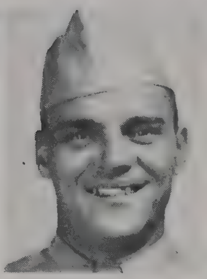
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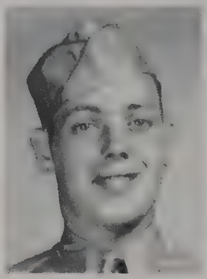
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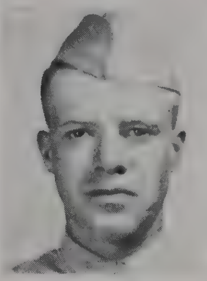
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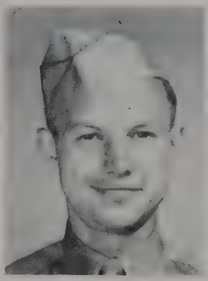
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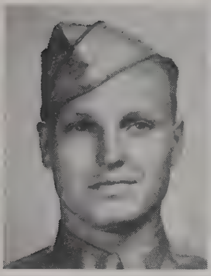
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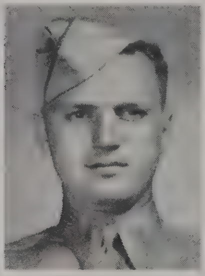
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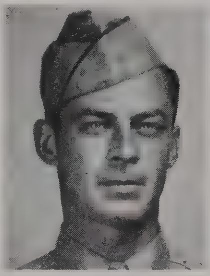
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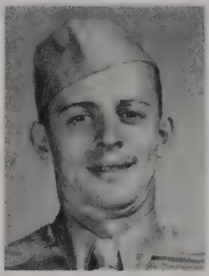
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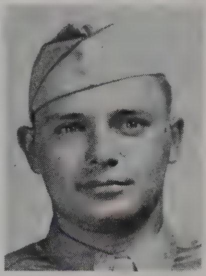
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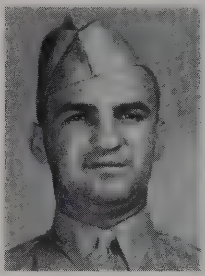
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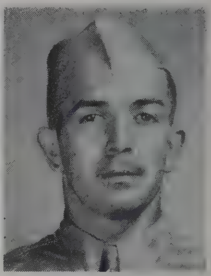
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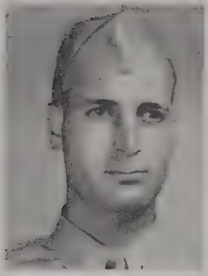
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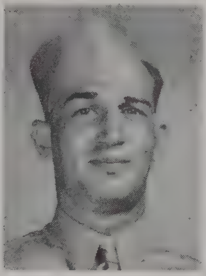
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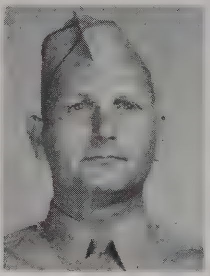
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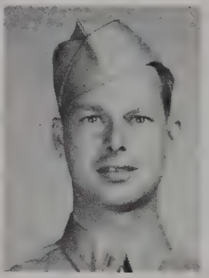
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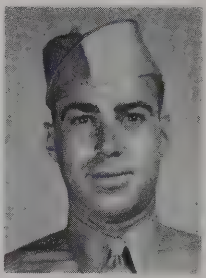
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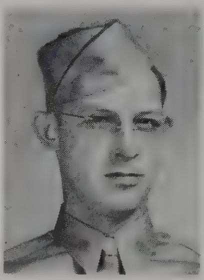
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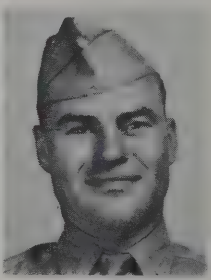
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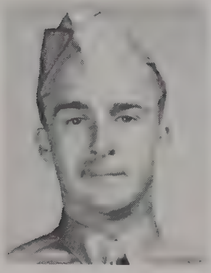
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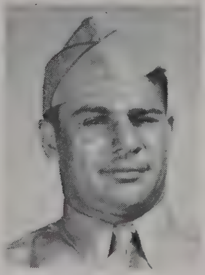
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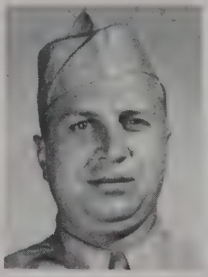
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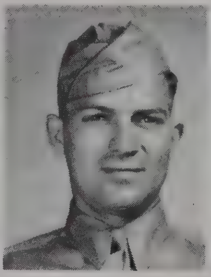
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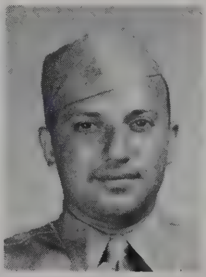
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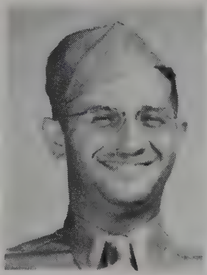
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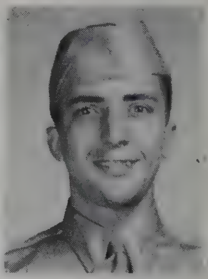
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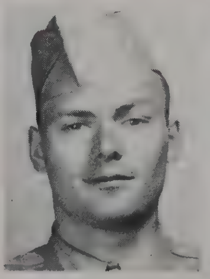
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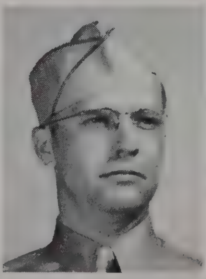
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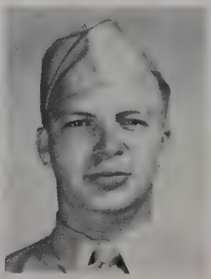
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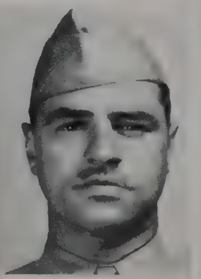
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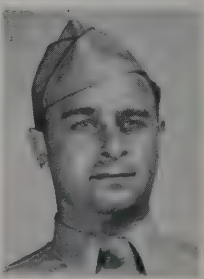
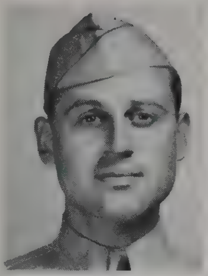

Joseph Rivkin

OFFICER CANDIDATES

GROUP D—SQUADRON 13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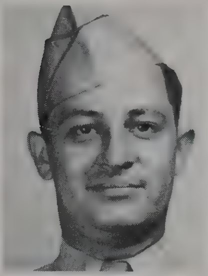
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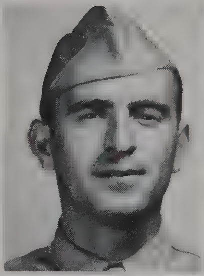
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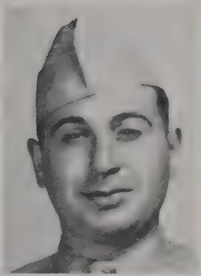
John C. Saber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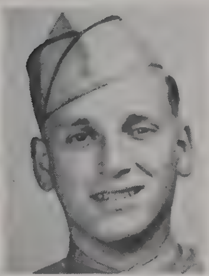
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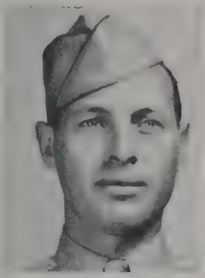
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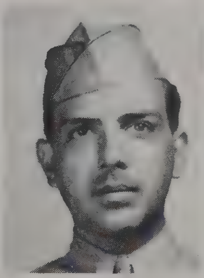
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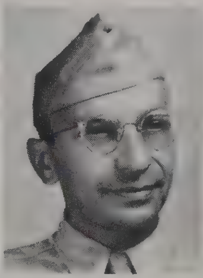
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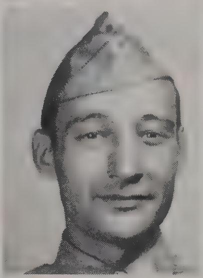
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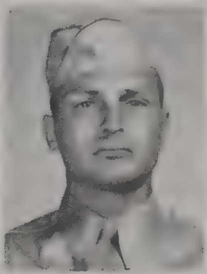
Thomas Lawson Smiley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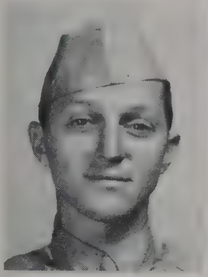
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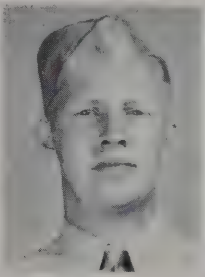
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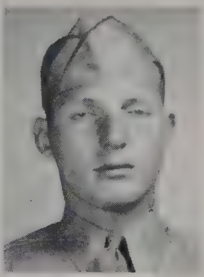
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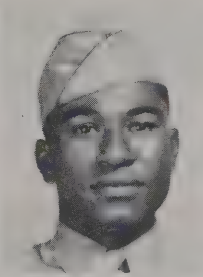
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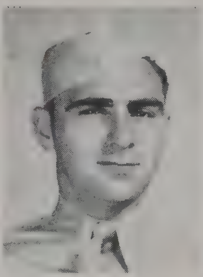
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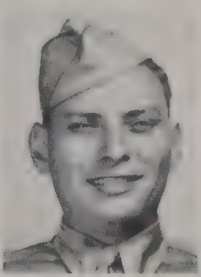
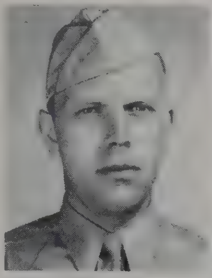

Julian L. Steinberg

Charles W. Stilley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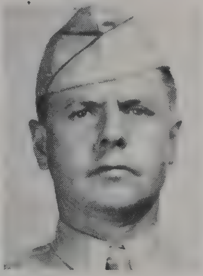
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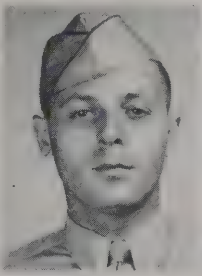
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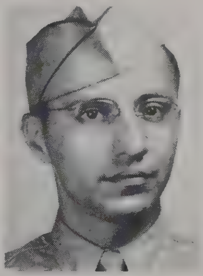
George B. Tully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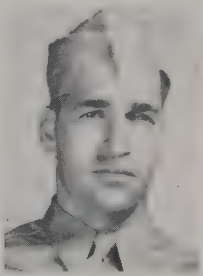
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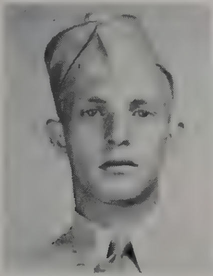
Gerald A. Wakefield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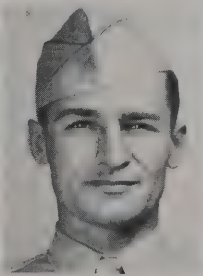
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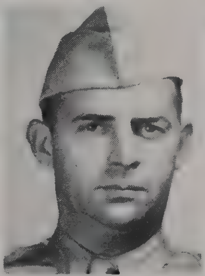
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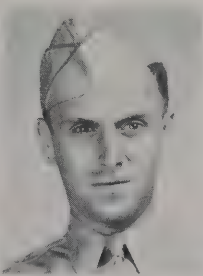
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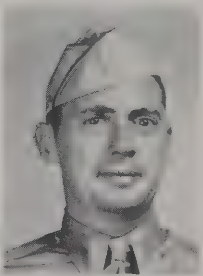
John W. Welch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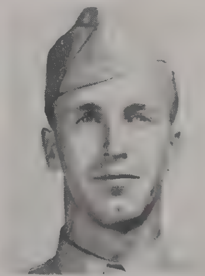
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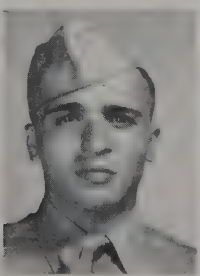
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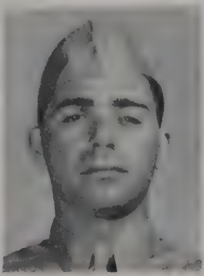
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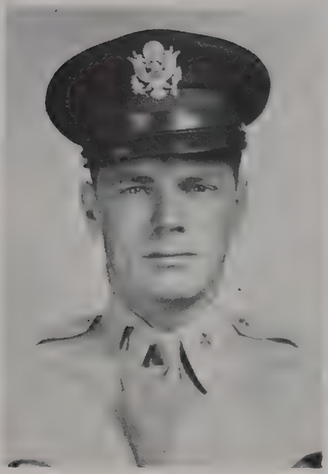
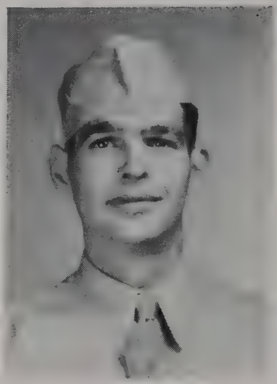
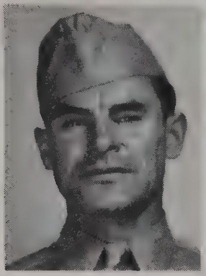
Richard R. Zanotti


LESTER SHEEHY
Second Lieutenant
Tactical Officer


ROLAND E. RUDDY, JR.
O/C Captain

OFFICER CANDIDATE OFFICERS

GROUP D—SQUADRON 14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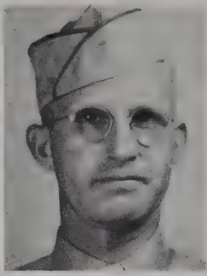
Lieutenant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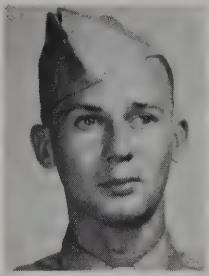
Lieutenant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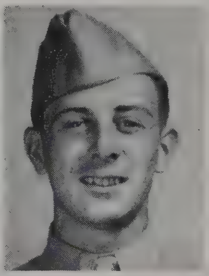
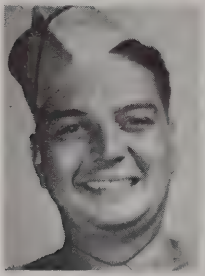
Lieutenant


Malcolm D. Talbott
Lieutenant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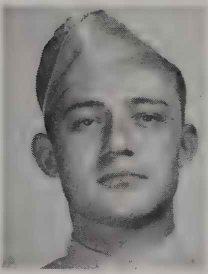
First Sergeant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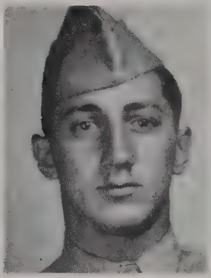
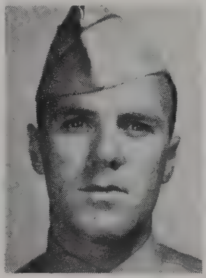
Supply Sergeant


Charles F. Bundy
Sergeant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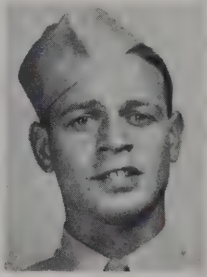
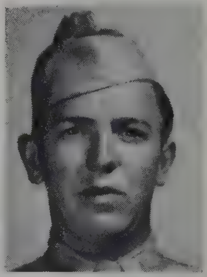
Sergeant


Samuel P. Conrad
Sergeant

Thomas A. Eure, Jr.
Sergeant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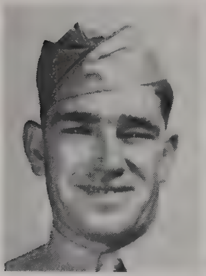
Sergeant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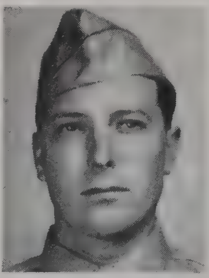
Sergeant


Hudson L. Anderson
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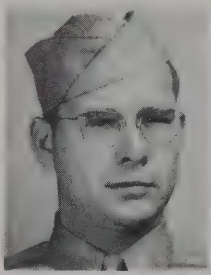
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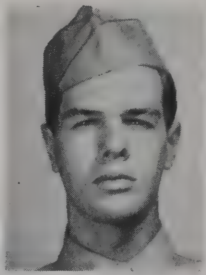
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Glenn F. Card
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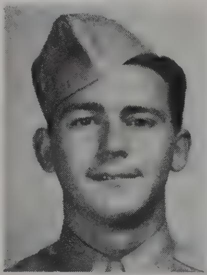
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Len N. Goldmann
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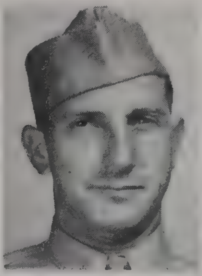
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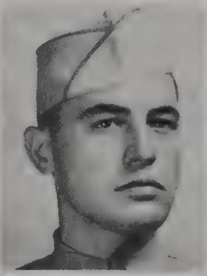
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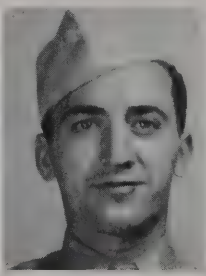
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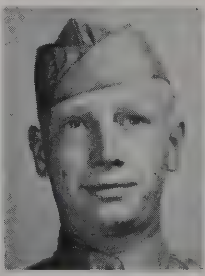
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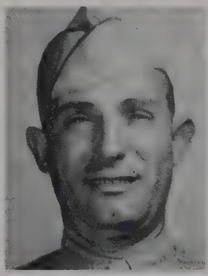
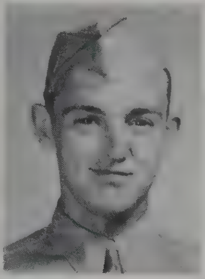

Jean M. Zachary
Corporal

OFFICER CANDIDATES

GROUP D—SQUADRON 14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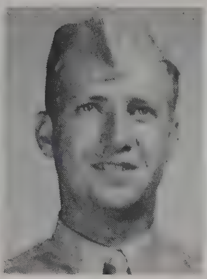
Louie C. Arnett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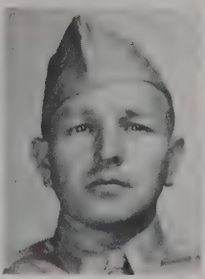
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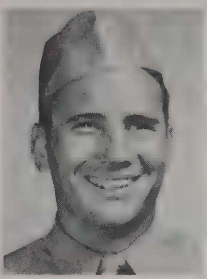
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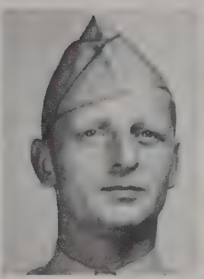
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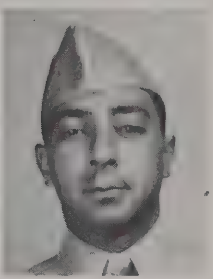
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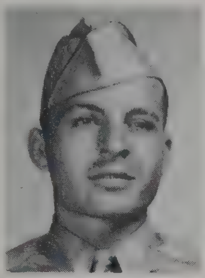
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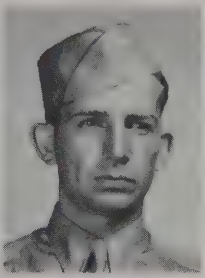
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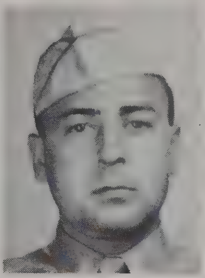
Harold F. Bjorkman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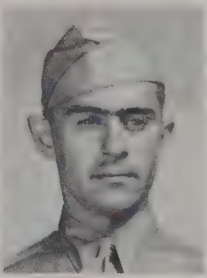
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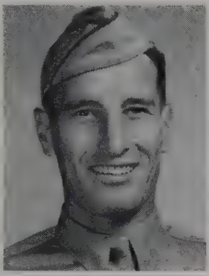
W. G. Bulakites, Jr.

Richard W. Burdeshaw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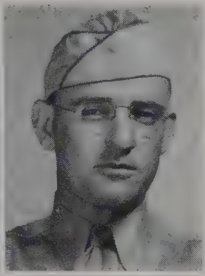
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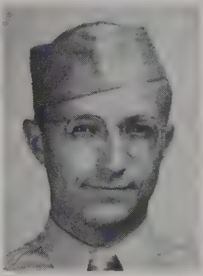
Earl J. Callender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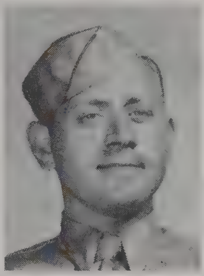
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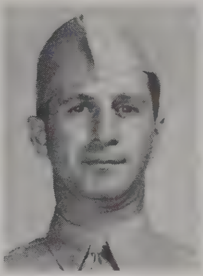
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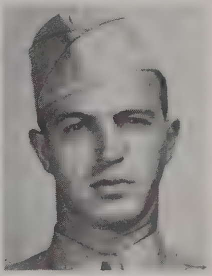
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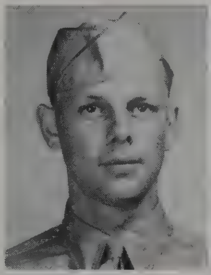
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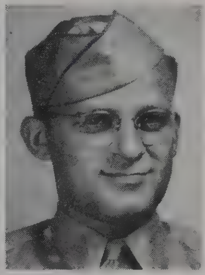
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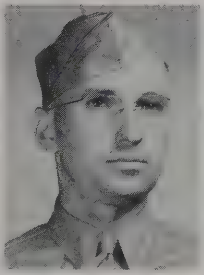
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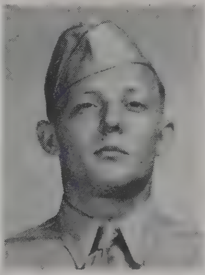
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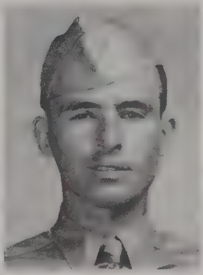
Elmer L. Cook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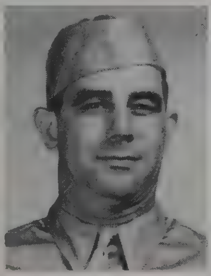
Thomas E. Coxe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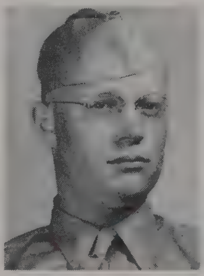
George N. Crymes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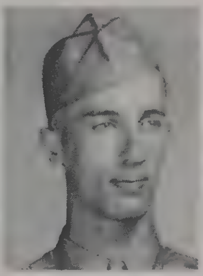
George H. Denny, Jr.

Adelard J. Desmarais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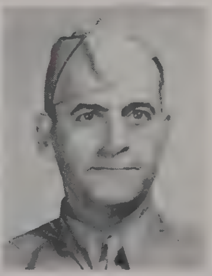
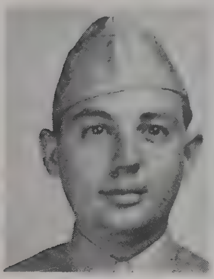

John E. Dineen, Jr.

OFFICER CANDIDATES

GROUP D—SQUADRON 14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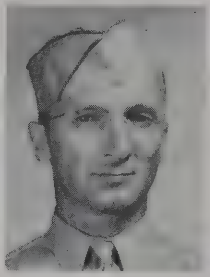
Leo E. Duffner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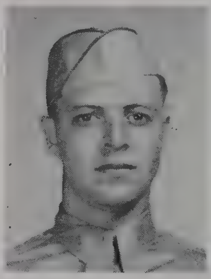
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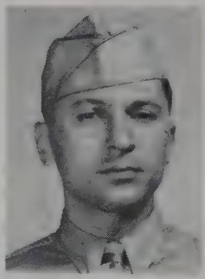
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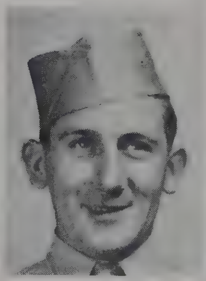
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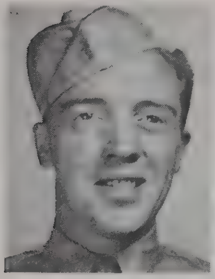
Ralph E. Enstrom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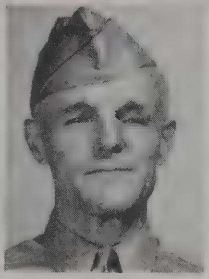
George H. Faulk, Sr.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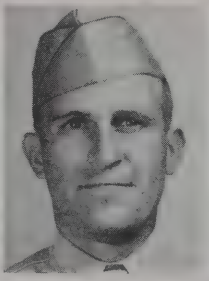
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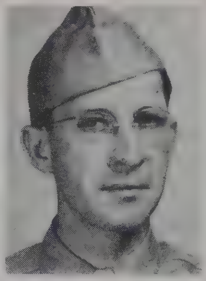
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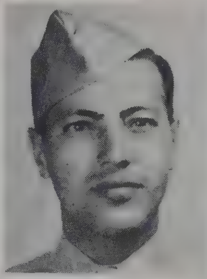
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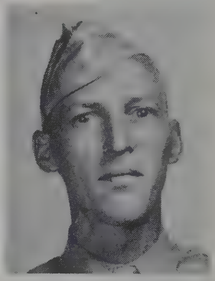
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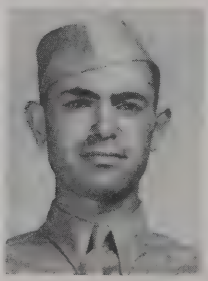
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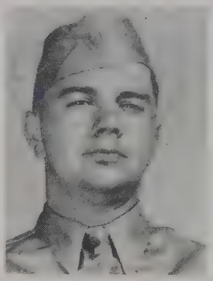
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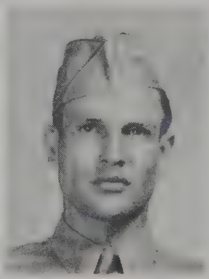
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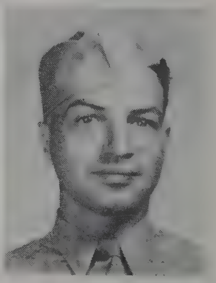
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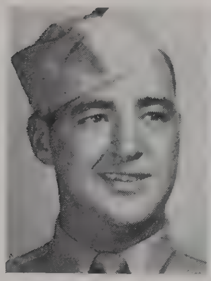
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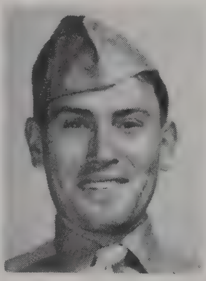
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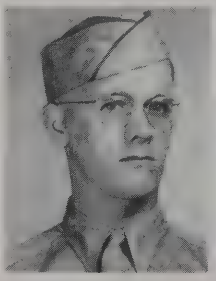
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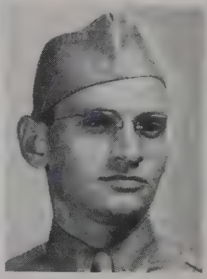
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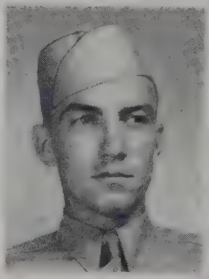
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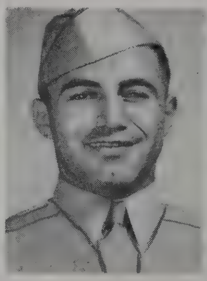
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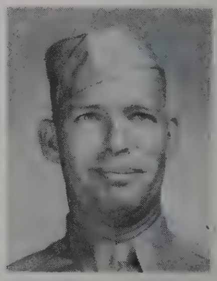
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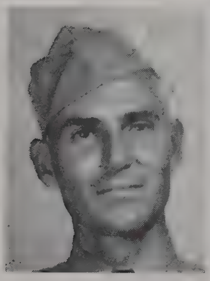
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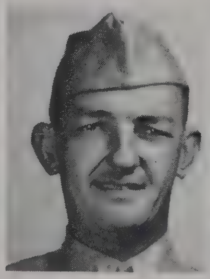
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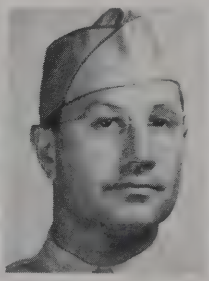
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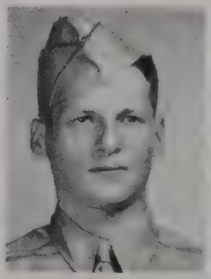
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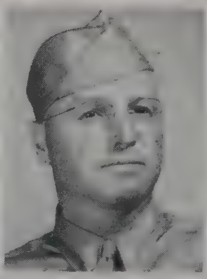
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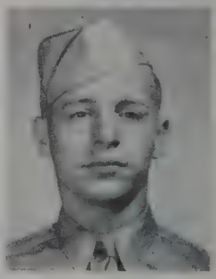
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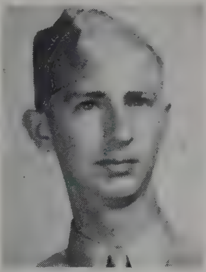
OFFICER CANDIDATES

GROUP D—SQUADRON 14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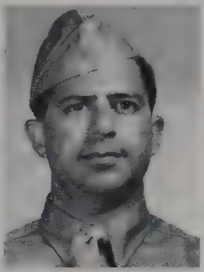
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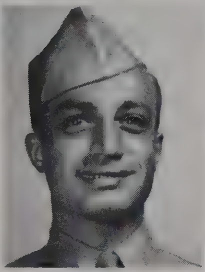
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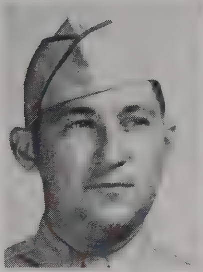
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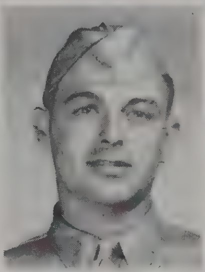
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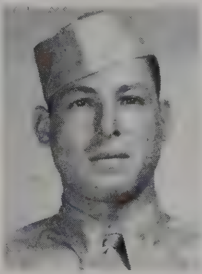
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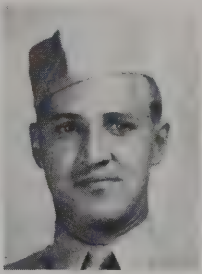
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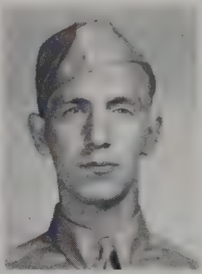
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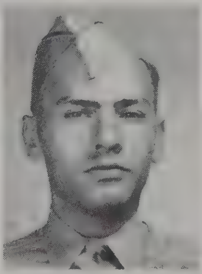
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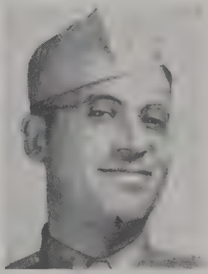
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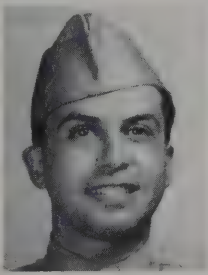
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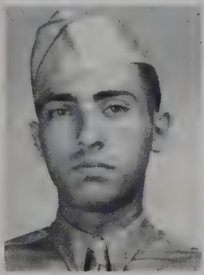
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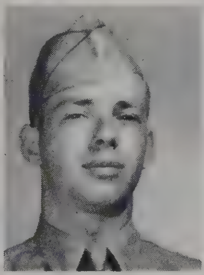
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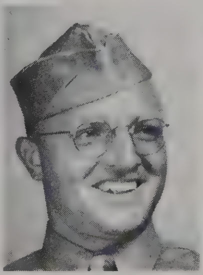
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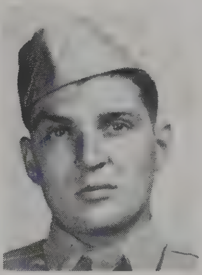
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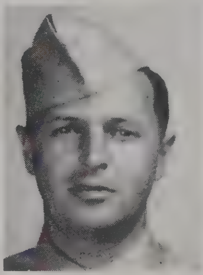
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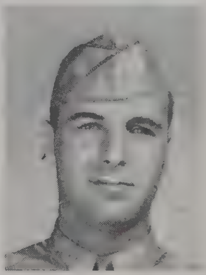
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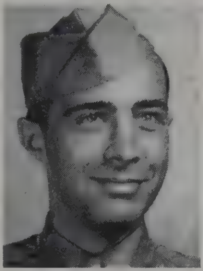
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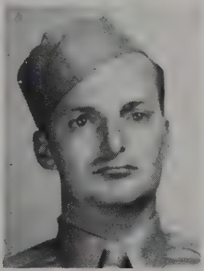
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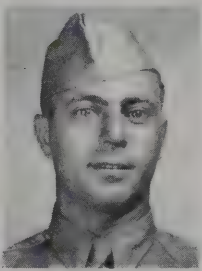
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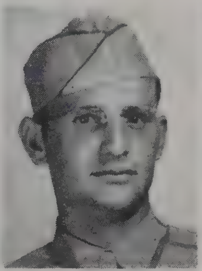
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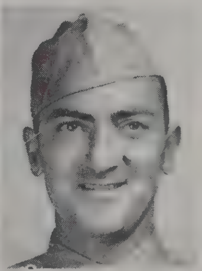
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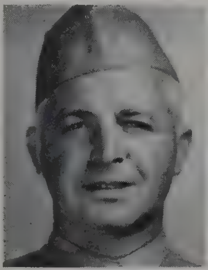
Hamill D. Martyn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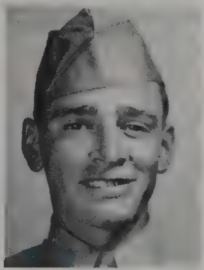
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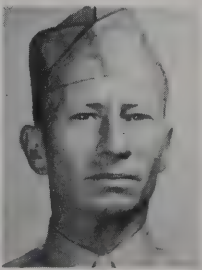
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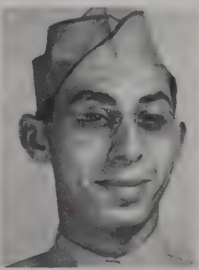
John H. Millett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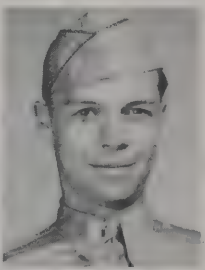
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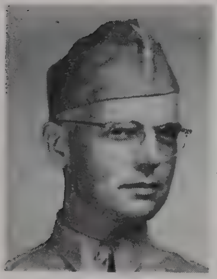
OFFICER CANDIDATES

GROUP D—SQUADRON 14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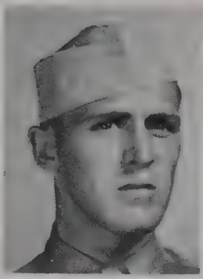
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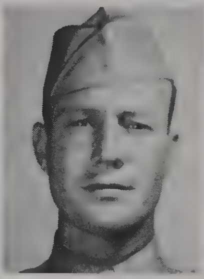
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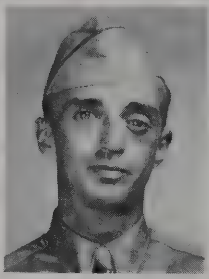
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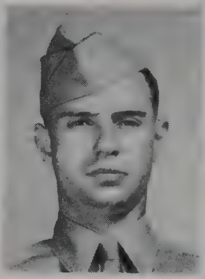
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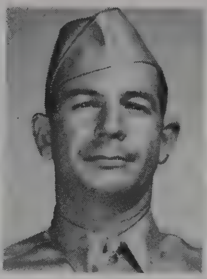
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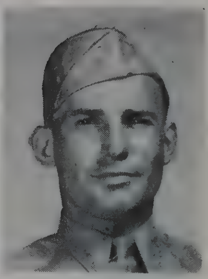
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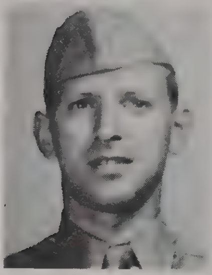
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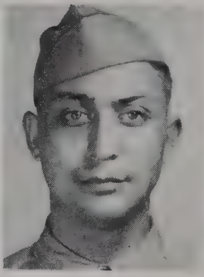
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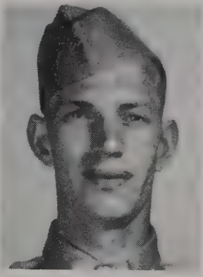
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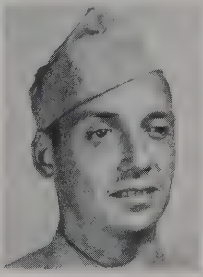
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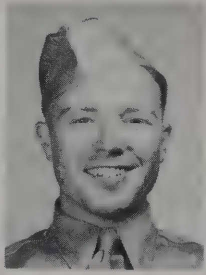
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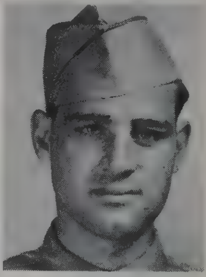
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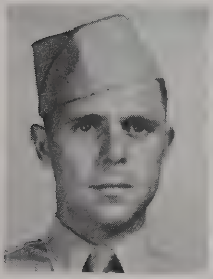
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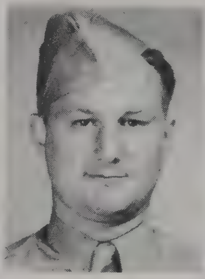
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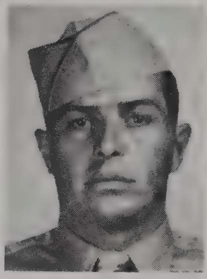
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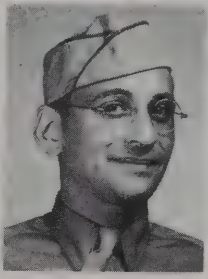
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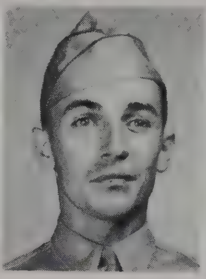
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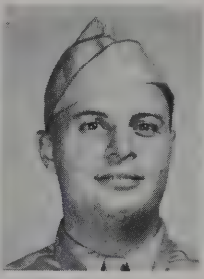
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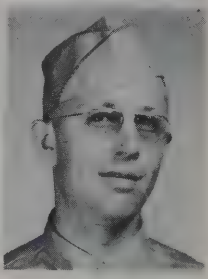
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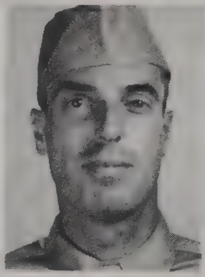
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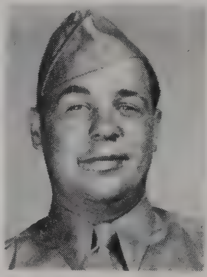
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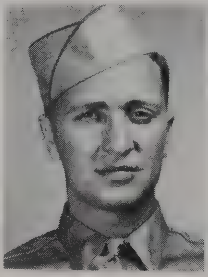
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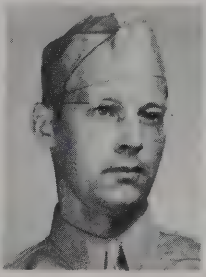
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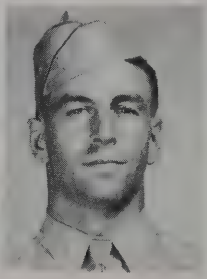
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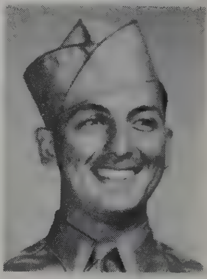
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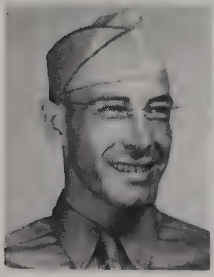
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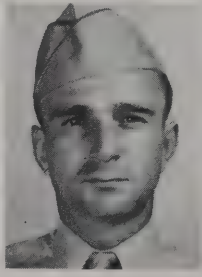
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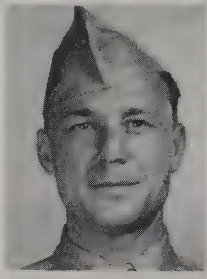
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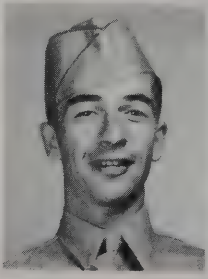
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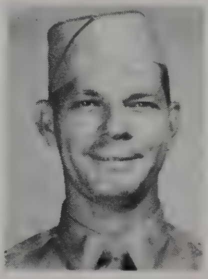
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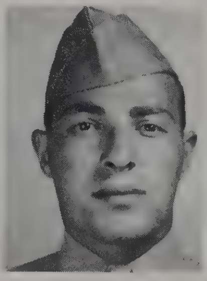
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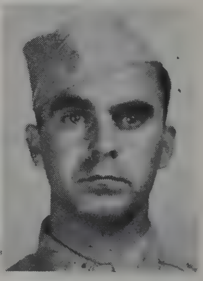
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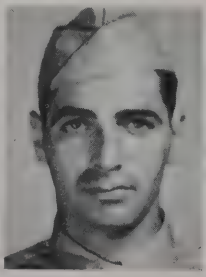
Forrest E. Rutherford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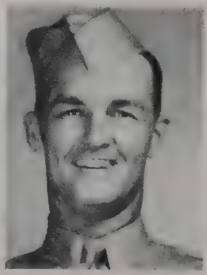
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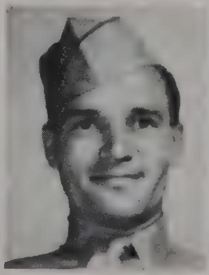
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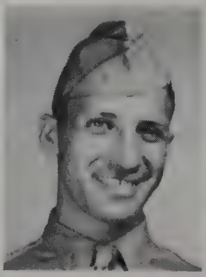
John E. Searls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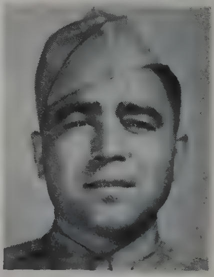
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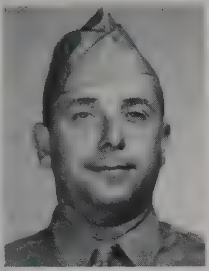
OFFICER CANDIDATES

GROUP D—SQUADRON 14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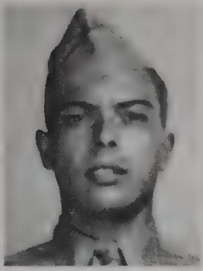
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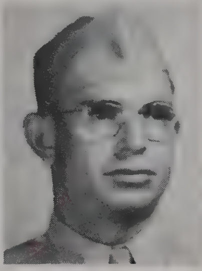
Elias Sherman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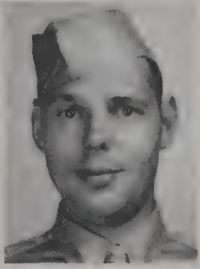
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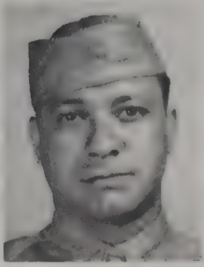
Wilbur C. Sickinger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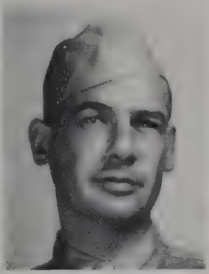
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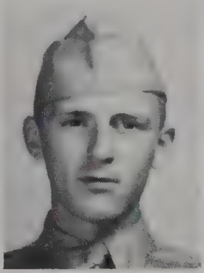
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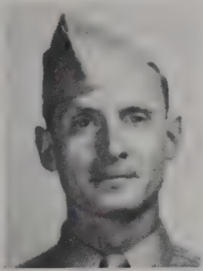
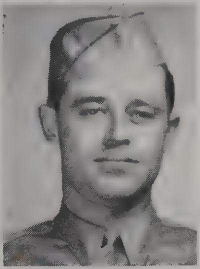

James B. Steere

Martin Steinman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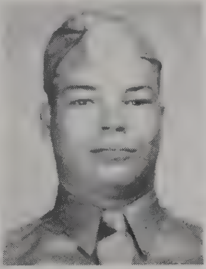
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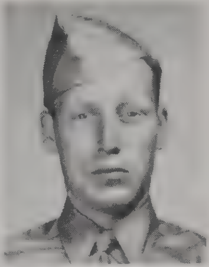
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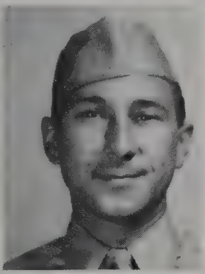
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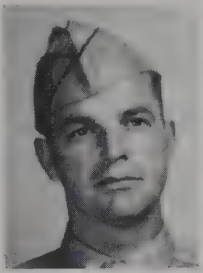
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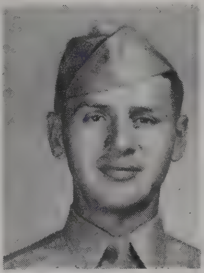
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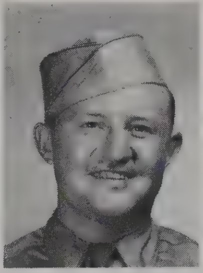
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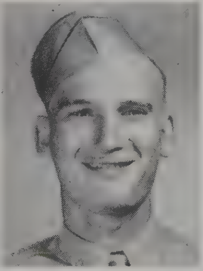
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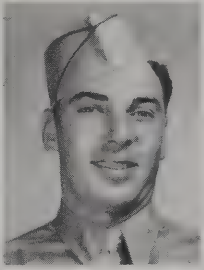
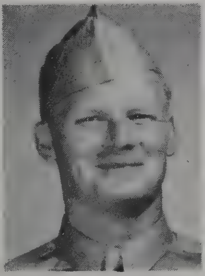

James B. Thurin

Richard L. Toll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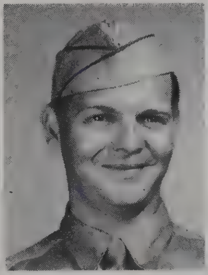
Thomas L. Trio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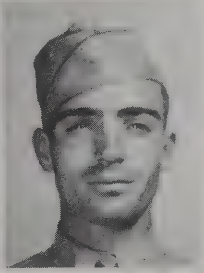
Edwin W. Underwood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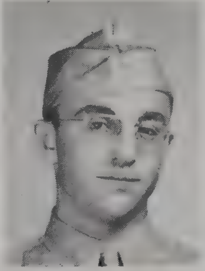
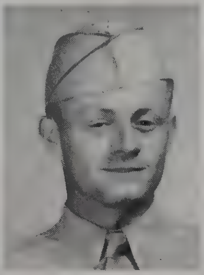

Edgar Vanneman

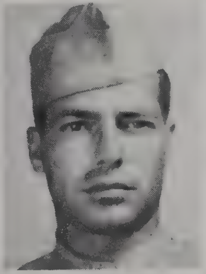
Earl E. Vinson

Marvin C. Wachs


Donald C. Weeks

Robert A. Werner

Allan M. White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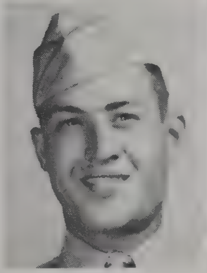
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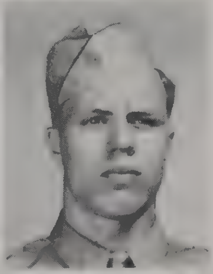
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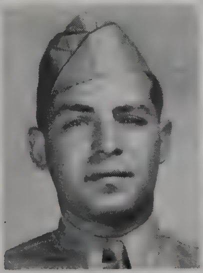
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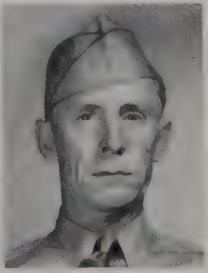
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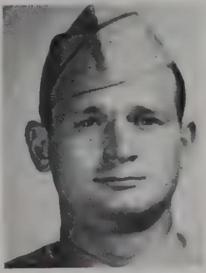
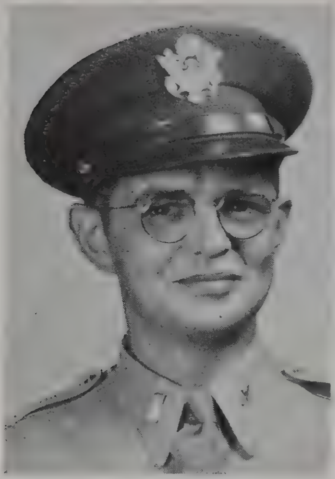

George D. Yarno

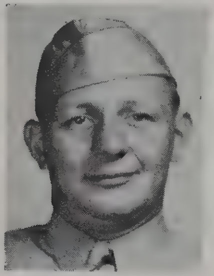
OFFICER CANDIDATE OFFICERS

GROUP D—SQUADRON 15

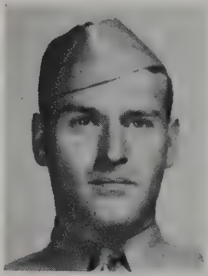


PIERRE F. RUBSAM
Second Lieutenant
Tactical Officer

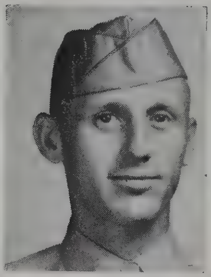
ROBERT F. SABOM
O/C Captain



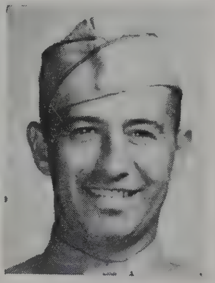
William H. Ferem
Lieutenant



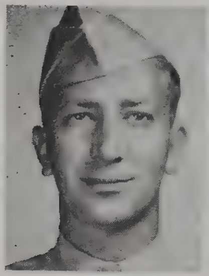
Edwin J. Merrick
Lieutenant



Lloyd T. Schween
Lieutenant

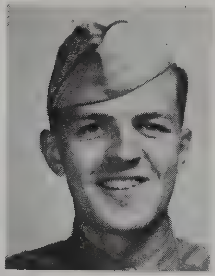


Wayne R. Merrick
Lieutenant

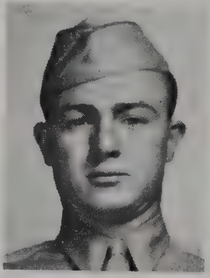


F. F. Fesselmeyer
First Sergeant

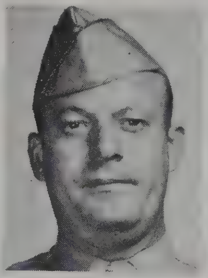
Harry M. Alderman
Supply Sergeant



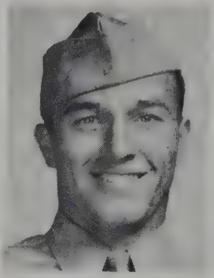
Russell J. Allen
Sergeant



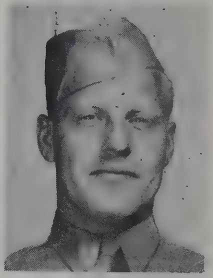
Oran S. Coleman
Sergeant



Joe H. Hughes
Sergeant

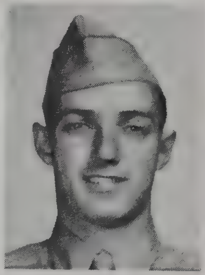


Carleton E. Roberts
Sergeant

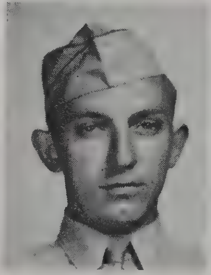


Curtis E. Swan
Sergeant

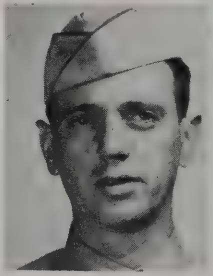
Blake E. Turner
Sergeant



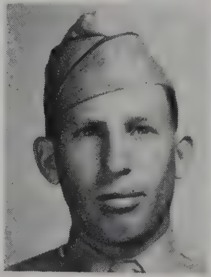
John E. Batchelder
Corporal



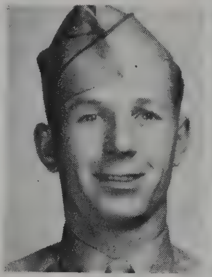
Kenneth C. Bowers
Corporal



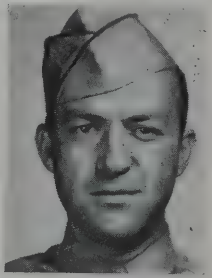
Charles Burgess
Corporal



Walter A. Coats
Corporal



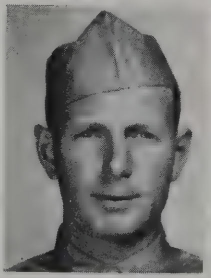
Morriss S. Gaskill
Corporal



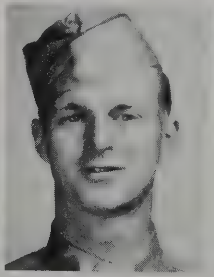
Lynwood G. Harrison
Corporal

Paul E. Hawkins
Corporal

Howard C. Hogue
Corporal

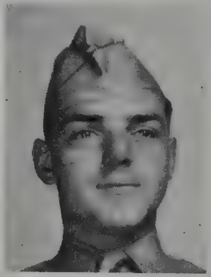


Horane L. Hunt
Corporal



Patrick J. O'Sullivan
Corporal

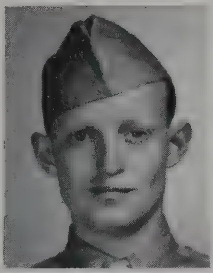
George J. Peterson
Corporal



Edward F. Witzig
Corporal

OFFICER CANDIDATES

GROUP D—SQUADRON 15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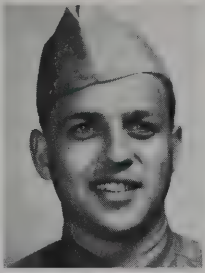
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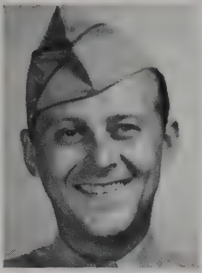
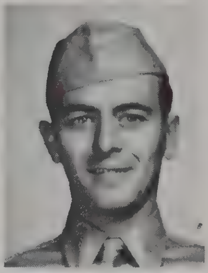

Milden A. Alban

Guy W. Alexander

Lewis Ansara

Ernest R. Arms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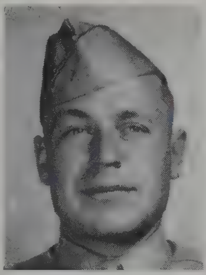
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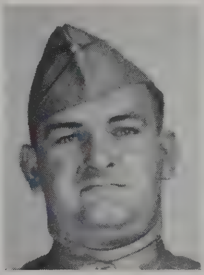
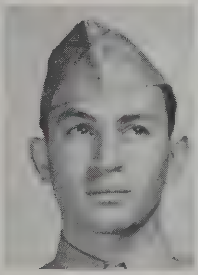

Anthony Barkovich

William F. Barnes

Welton C. Beach

Sanford H. Benjamin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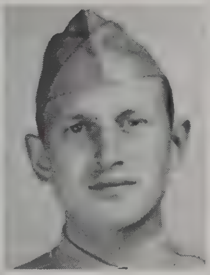
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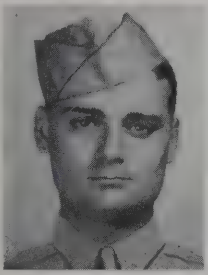
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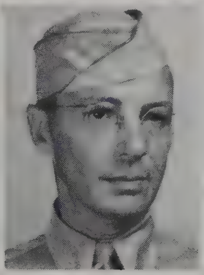
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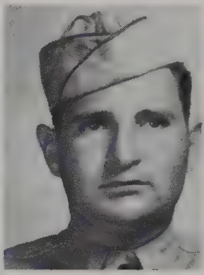
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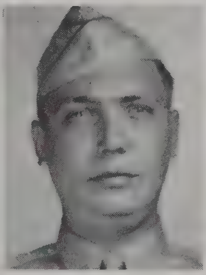
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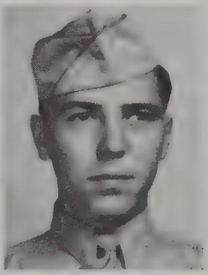
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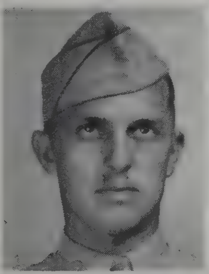
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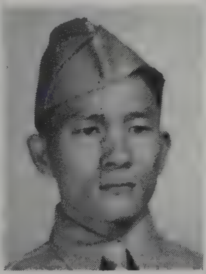
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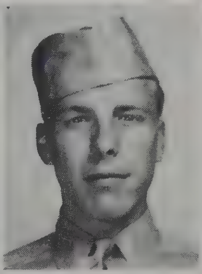
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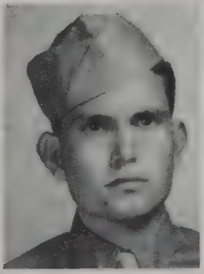
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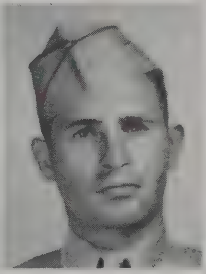
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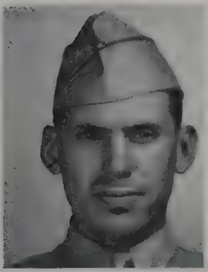
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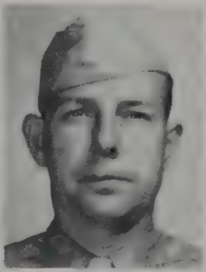
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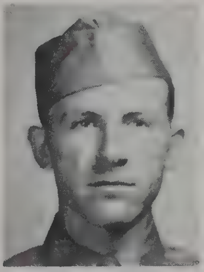
Frank W. Davidson

Hugh L. Davis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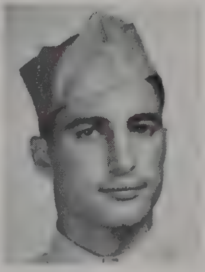
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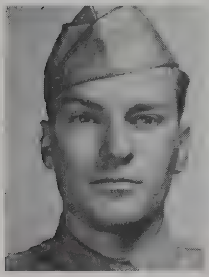
OFFICER CANDIDATES

GROUP D—SQUADRON 15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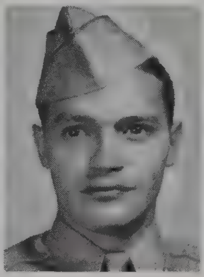
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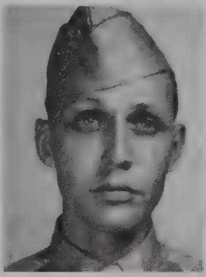
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D. Diedrich

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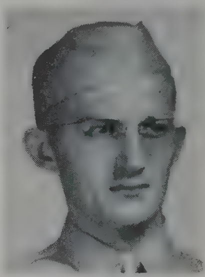
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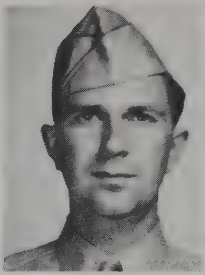
William E. Doheny

Richard J. Donovan

Cedric L. Drew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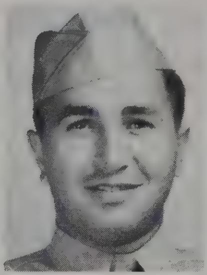
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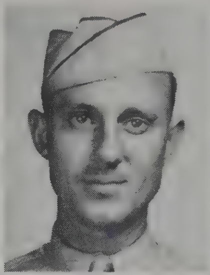
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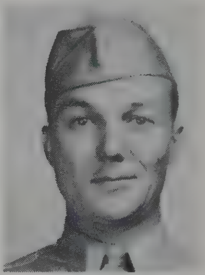
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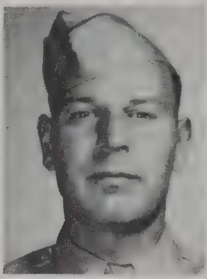
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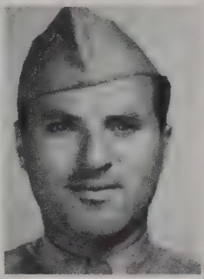
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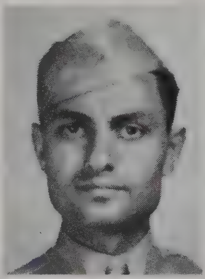
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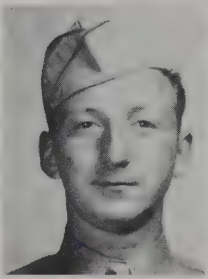
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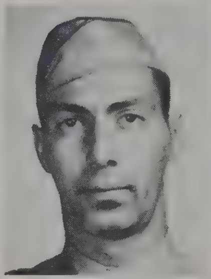
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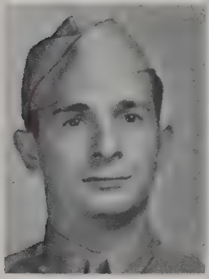
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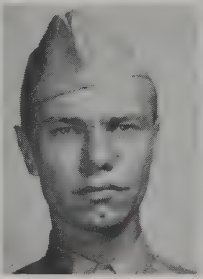
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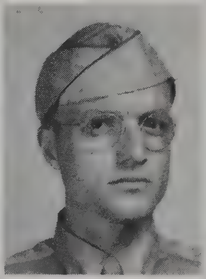
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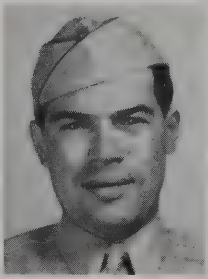
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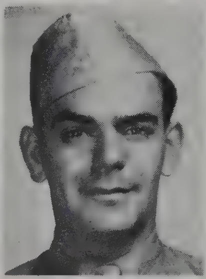
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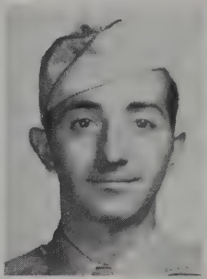
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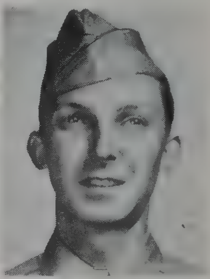
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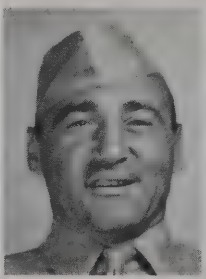
Raymond E. Goldstone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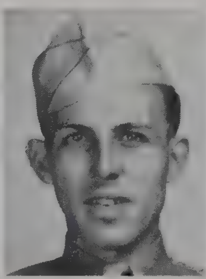
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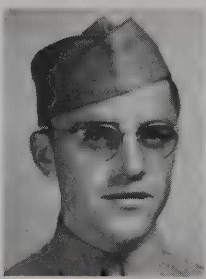
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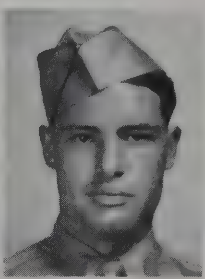
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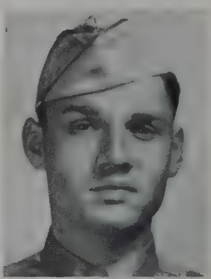
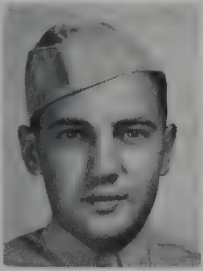

James W. Guinn

OFFICER CANDIDATES

GROUP D—SQUADRON 15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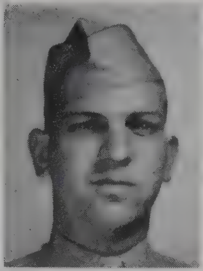
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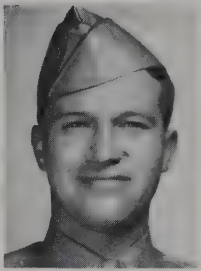
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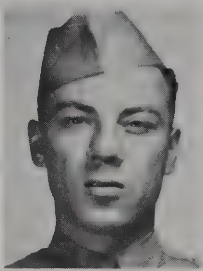
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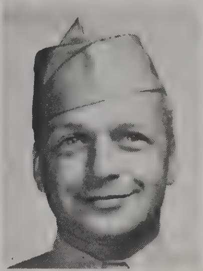
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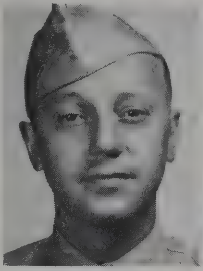
John E. Harrington

Joel O. Harry, Jr.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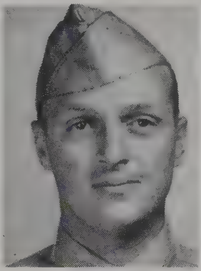
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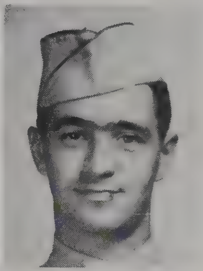
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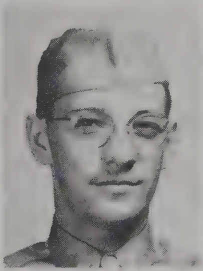
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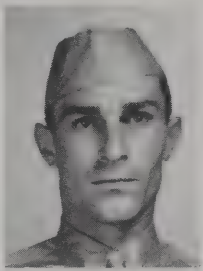
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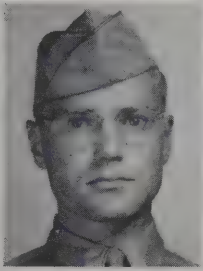
Mobley R. Hicks

Norris A. Hiett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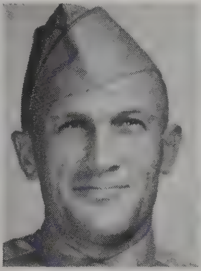
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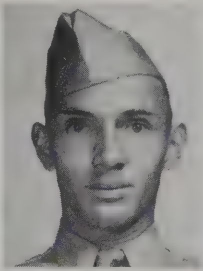
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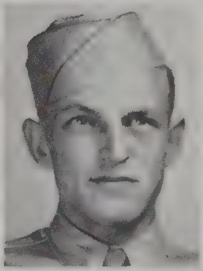
Phillip S. Houghton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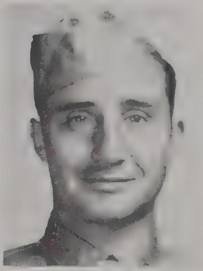
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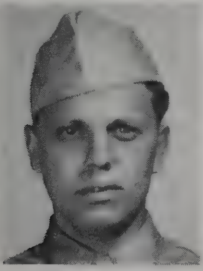
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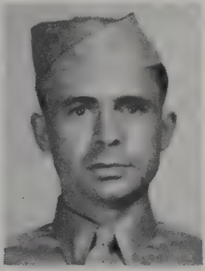
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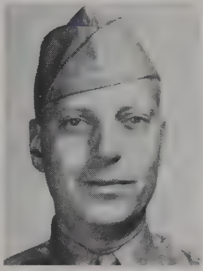
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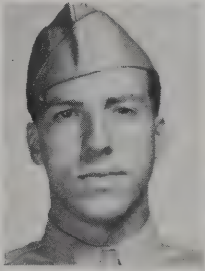
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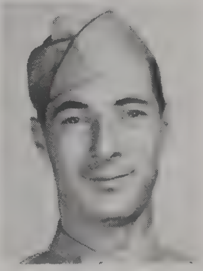
H. L. Johnson

Edgar N. Johnston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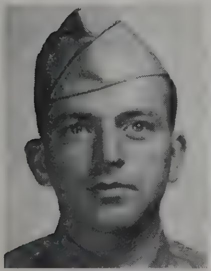
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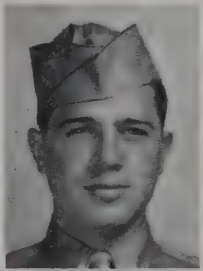
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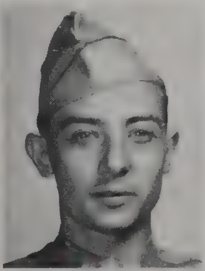
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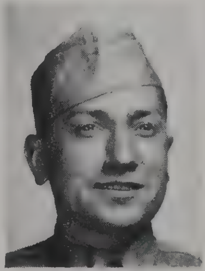
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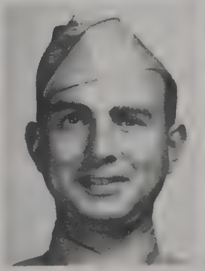
Bert M. Knighton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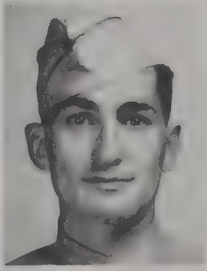
Jerrold J. Kushner

OFFICER CANDIDATES

GROUP D—SQUADRON 15

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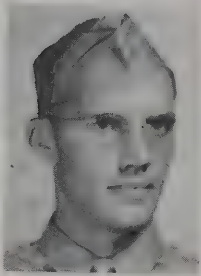
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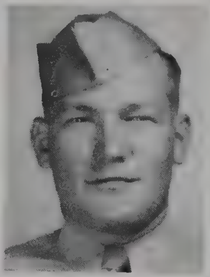
John F. Leary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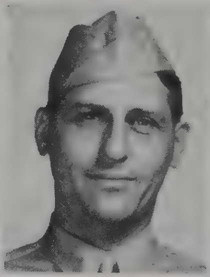
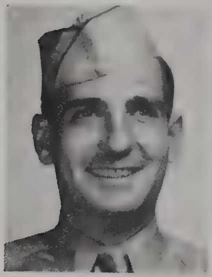

Forrest L. Line

Leon A. Lowenthal

John A. Lucchese, Jr.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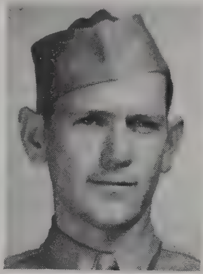
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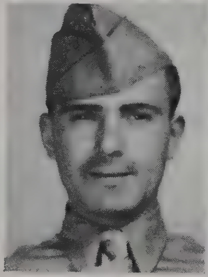
Leo P. McDermott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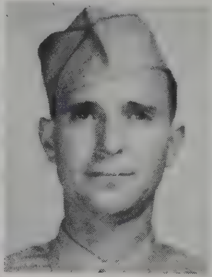
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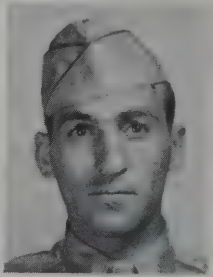
Vincent M. McNamara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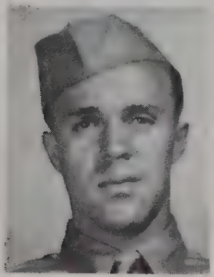
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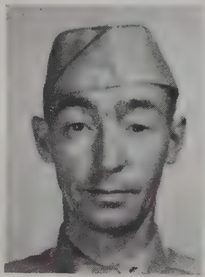
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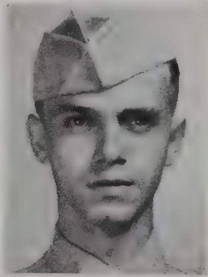
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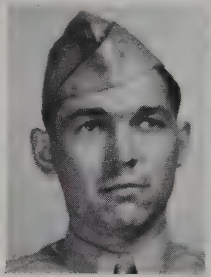
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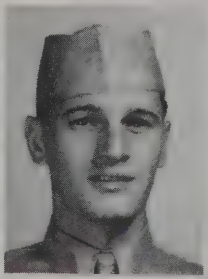
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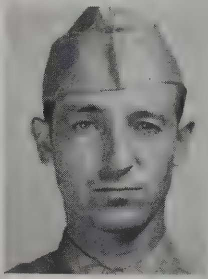
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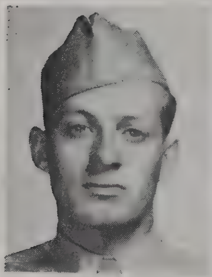
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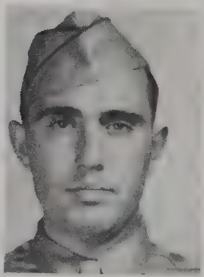
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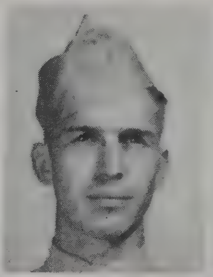
J. M. Montgomery

John K. Moore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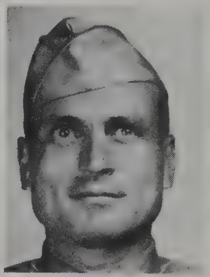
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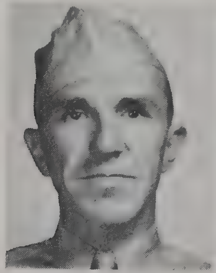
Kenneth A. Mulvey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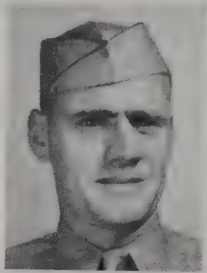
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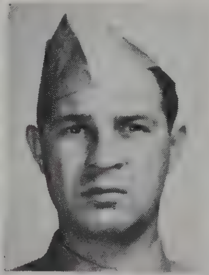
A. L. Oelschlager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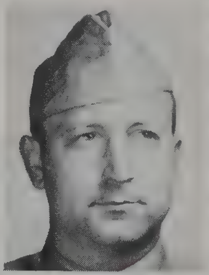
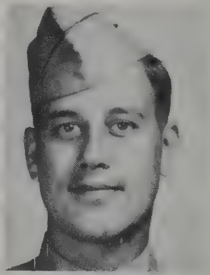
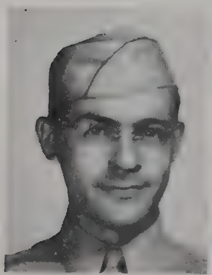
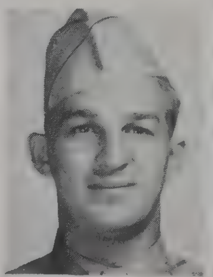

Louis Panciera


Charles F. Prehn


Raymond J. Pinta

Rupert W. Purvis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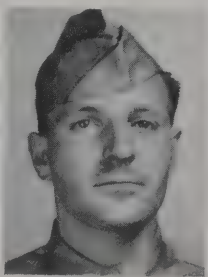
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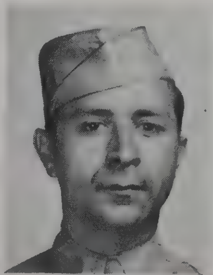
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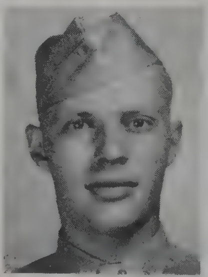

Herbert A. Schlifke

Edward W. Schramm

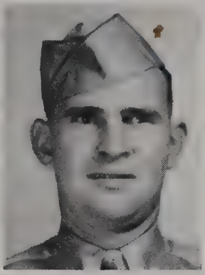
OFFICER CANDIDATES

GROUP D—SQUADRON 15

Joseph Selleh

Richard D. Shea

Gilbert A. Siegel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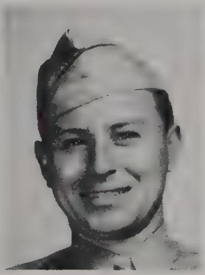
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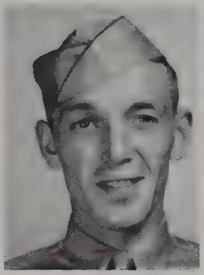
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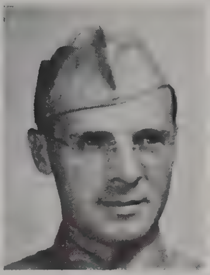
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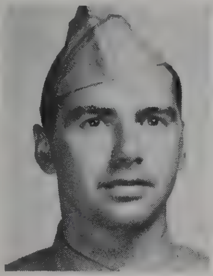
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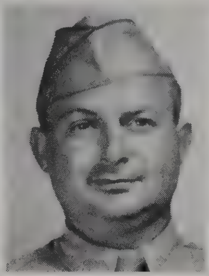
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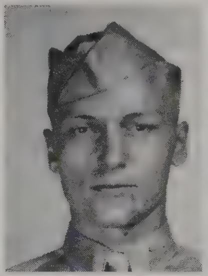
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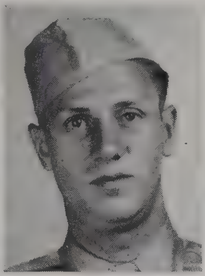
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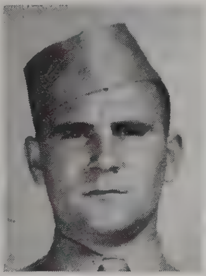
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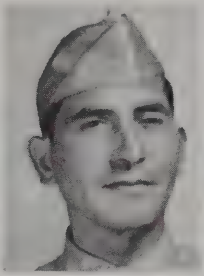
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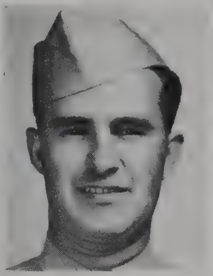
John H. Steinway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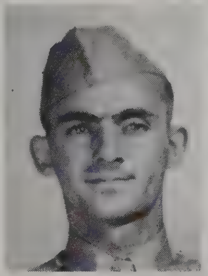
John C. Stokes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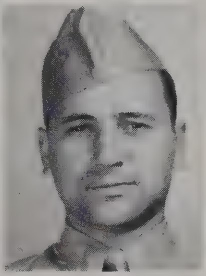
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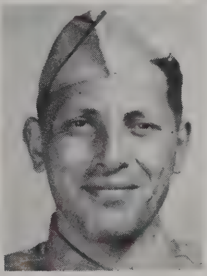
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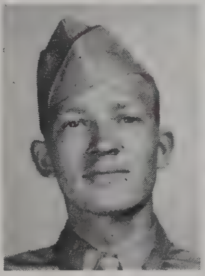
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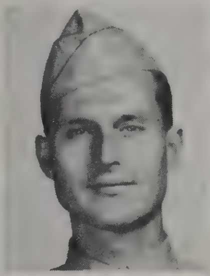
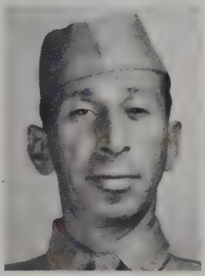
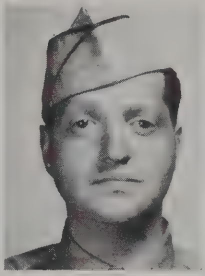
Willis Thornton


Albert Tilendis

Philip M. Traynor


James F. Walkem

Charles L. Ward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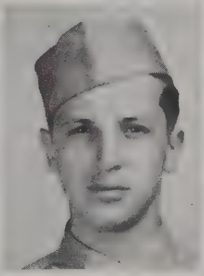
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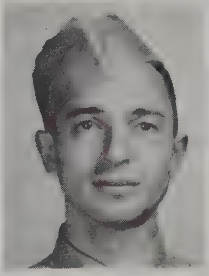
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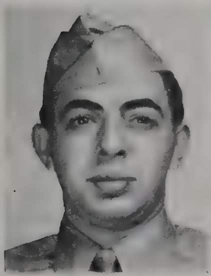
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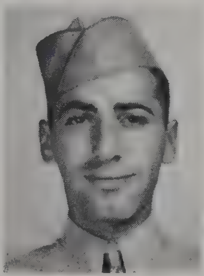
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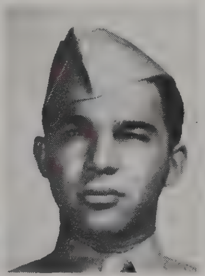
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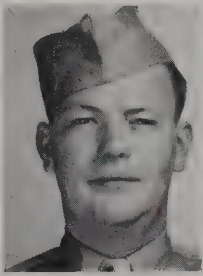
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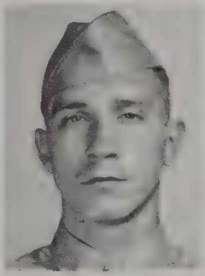
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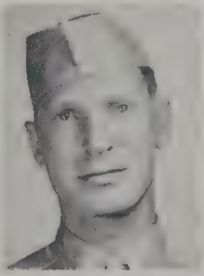
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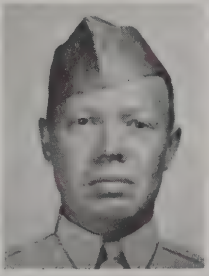
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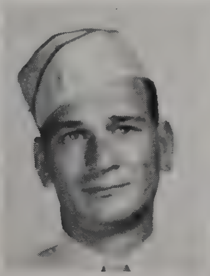
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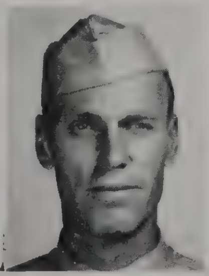
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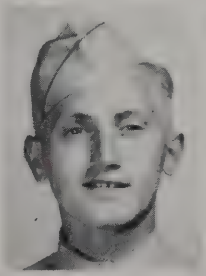
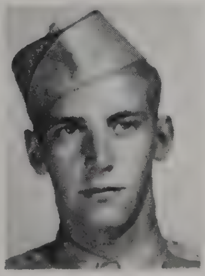
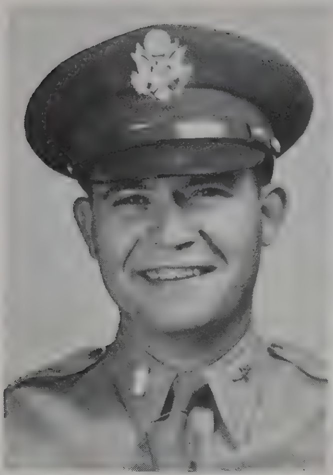

W. J. Wojnarowski

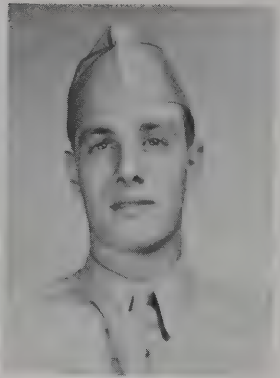

Robert O. Woltring

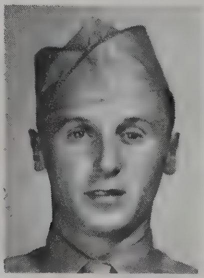
Eugene M. Zimpfer

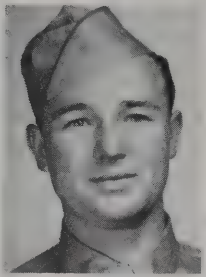
OFFICER CANDIDATE OFFICERS

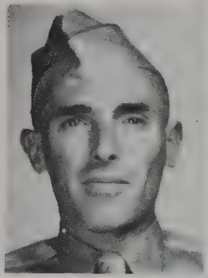
GROUP D—SQUADRON 16

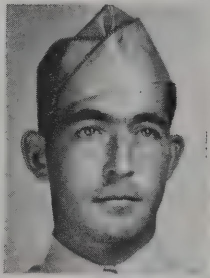

PHILIP T. PHILLIPS
Second Lieutenant
Tactical Officer

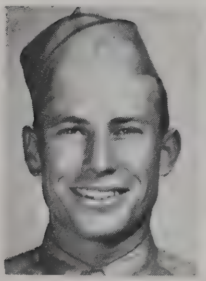

EDWARD A. PALMA
O/C Captain

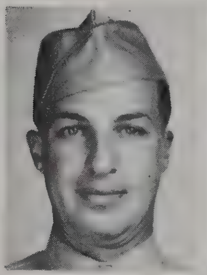

Herbert J. Freeman
Lieutenant

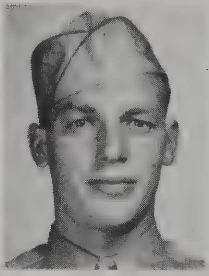

Carlisle H. Kramer
Lieutenant

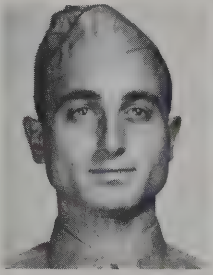

James R. Maxwell
Lieutenant

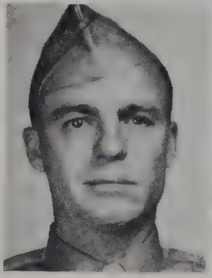

William C. Thornton
Lieutenant

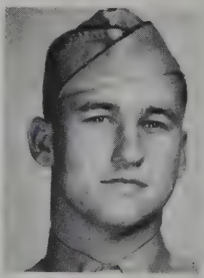

Robert A. McMicken
Sergeant

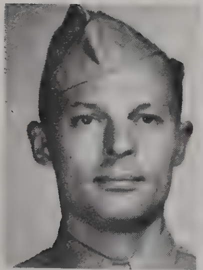

John A. Yager
Supply Sergeant

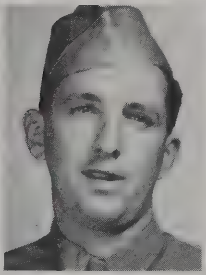

Robert M. Becker
Sergeant

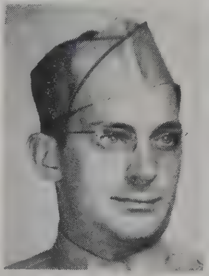

Eddie A. Cope
Sergeant


Edward P. Hardcastle
Sergeant


Robert A. Inman
Sergeant


Alfred C. Jensen
Sergeant


William B. Kelly
Sergeant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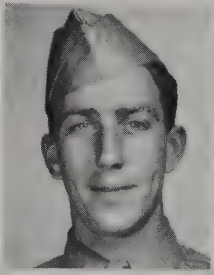
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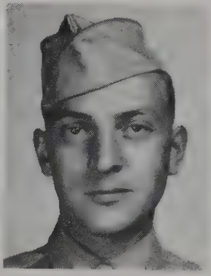
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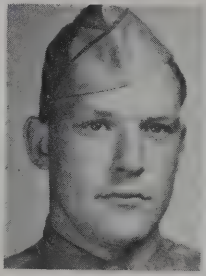
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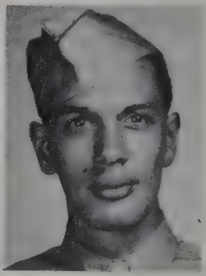
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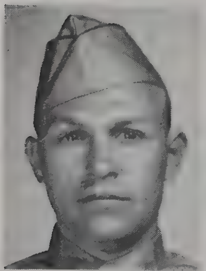
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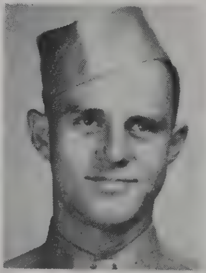
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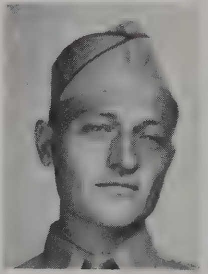
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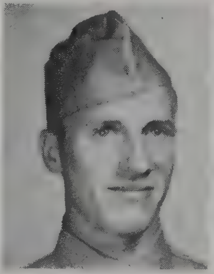
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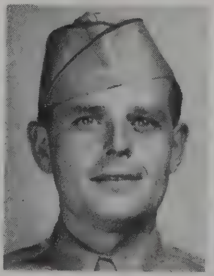
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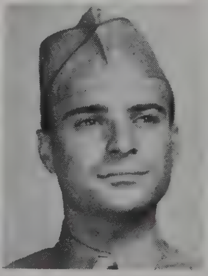
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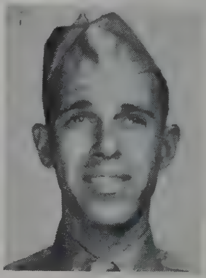
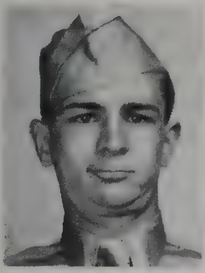

G. W. Williamson
Corporal

OFFICER CANDIDATES

GROUP D—SQUADRON 16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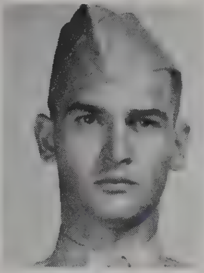
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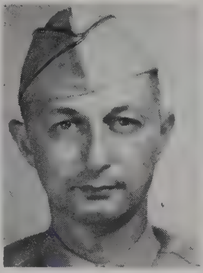
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John B. Averett

Geo. A. Balchunas

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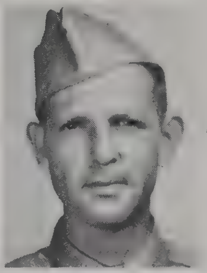
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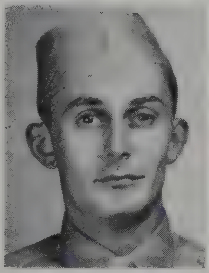
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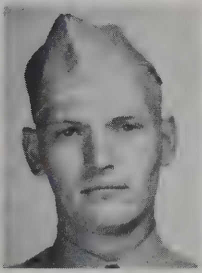
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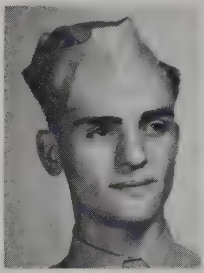
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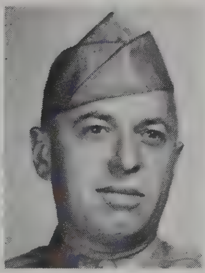
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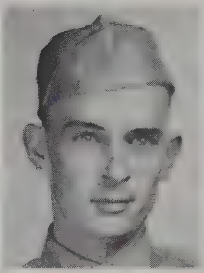
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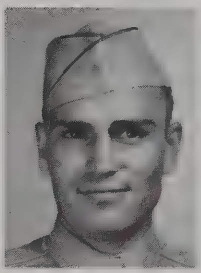
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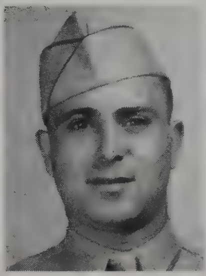
David M. Burd

Geo. E. Burton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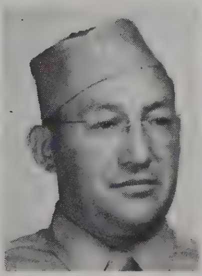
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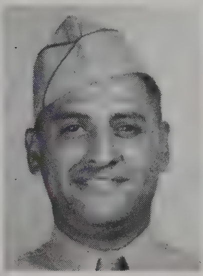
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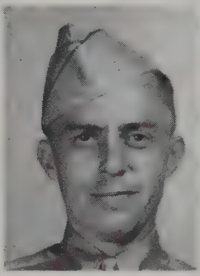
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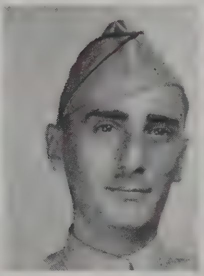
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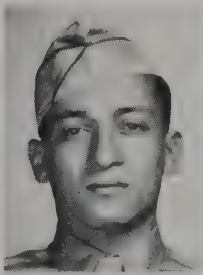
Stanley A. Chapman

George H. Charles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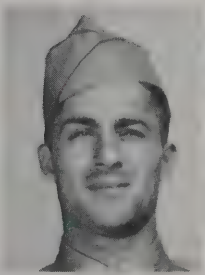
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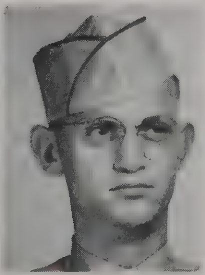
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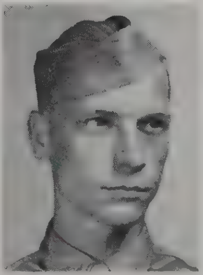
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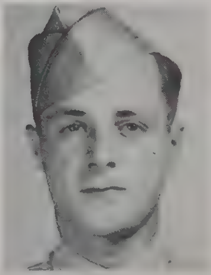
Edwin L. Dooley

OFFICER CANDIDATES

GROUP D—SQUADRON 16

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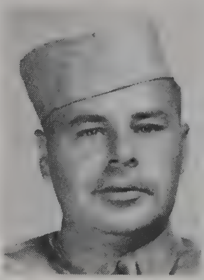
Harvey H. Dwight

James D. Eisenberger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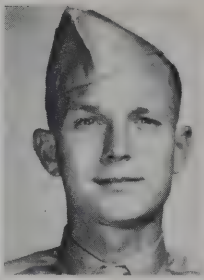
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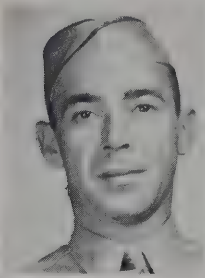
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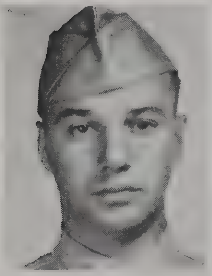
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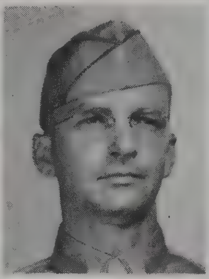
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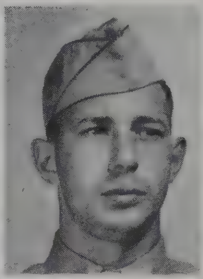
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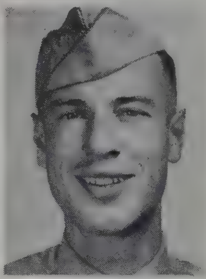
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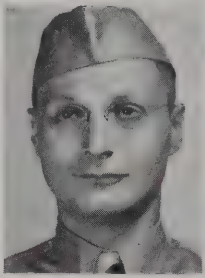
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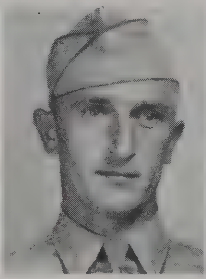
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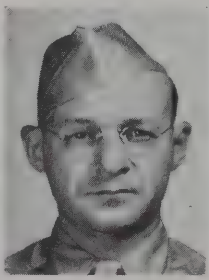
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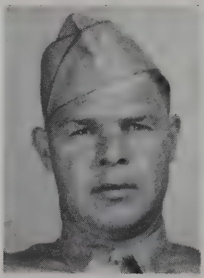
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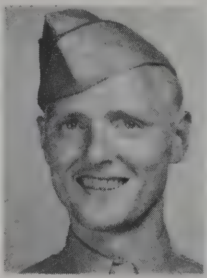
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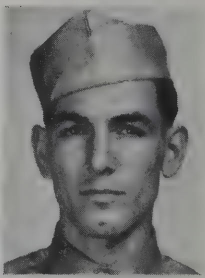
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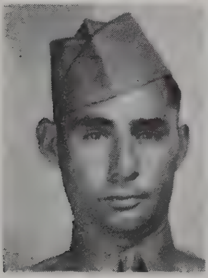
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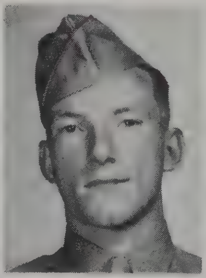
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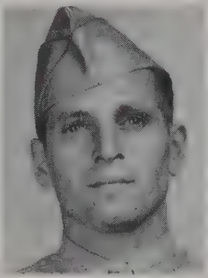
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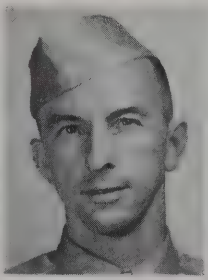
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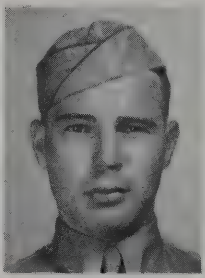
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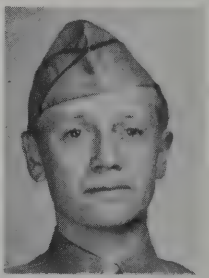
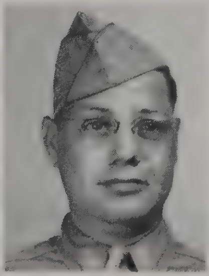

Merrill C. Hansen

William G. Harke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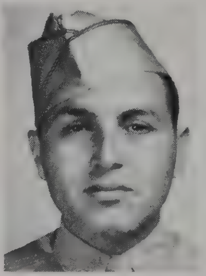
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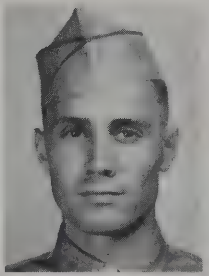
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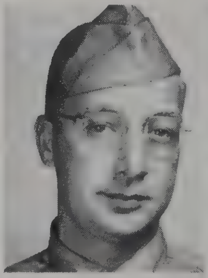
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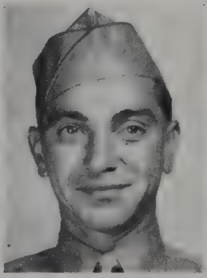
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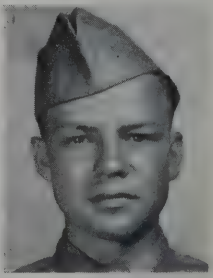
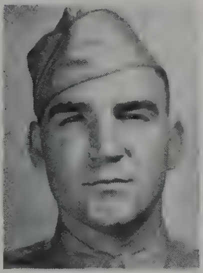

William R. High, Jr.

OFFICER CANDIDATES

GROUP D—SQUADRON 16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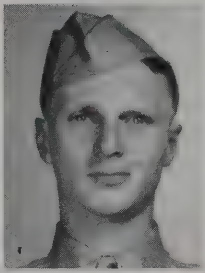
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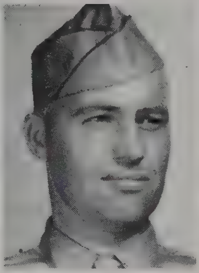
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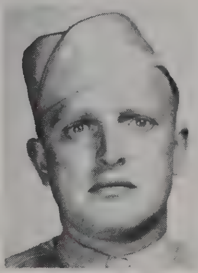
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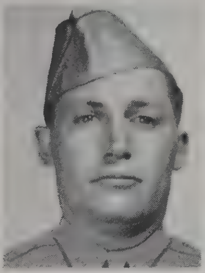
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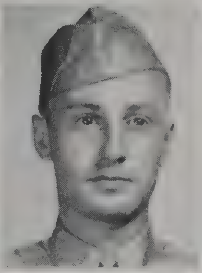
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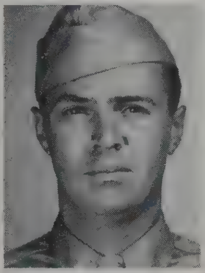
William H. Hufstader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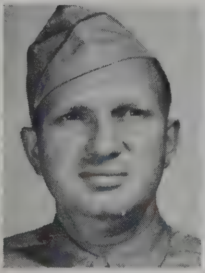
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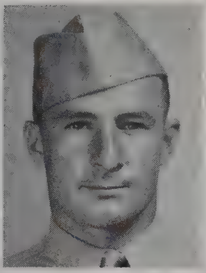
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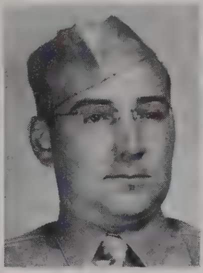
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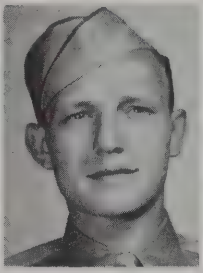
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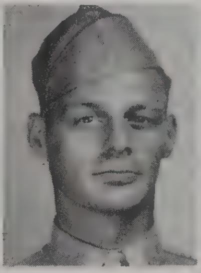
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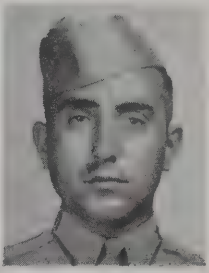
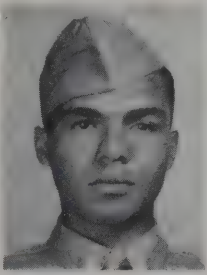

James A. Johnson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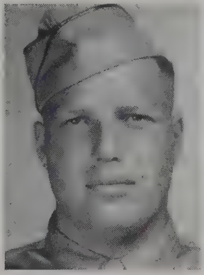
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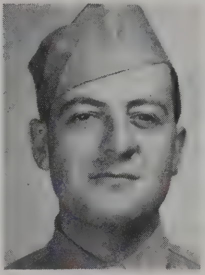
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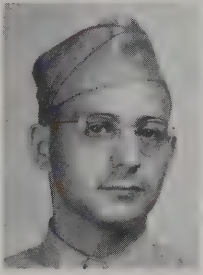
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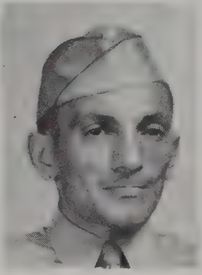
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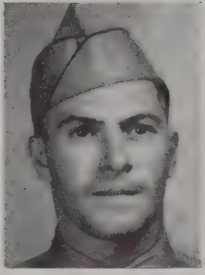
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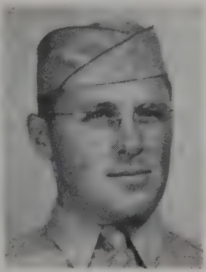
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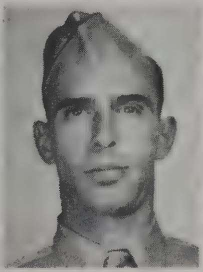
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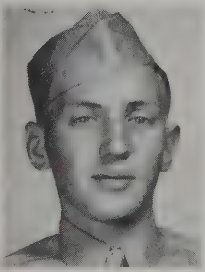
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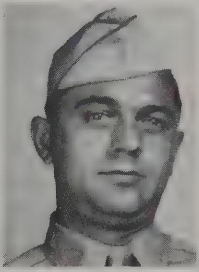
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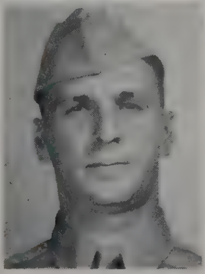
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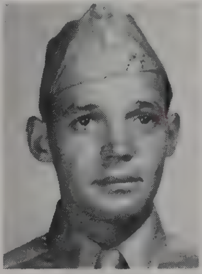
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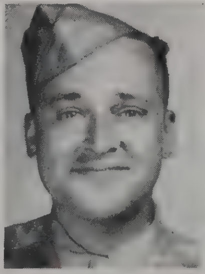
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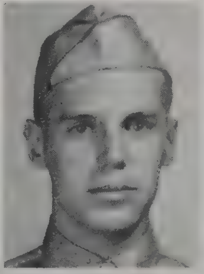
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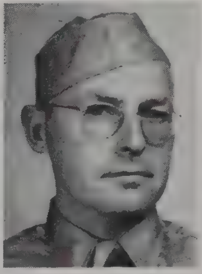
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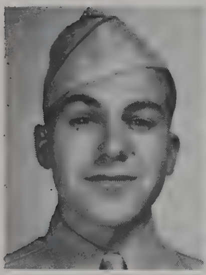
Bernard A. McGrath

OFFICER CANDIDATES

GROUP D—SQUADRON 16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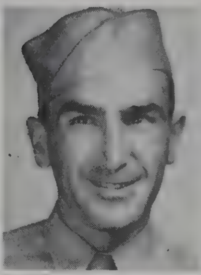
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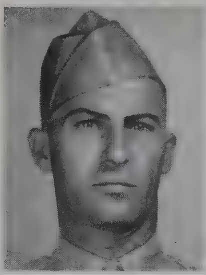
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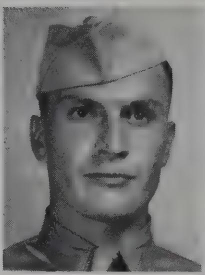
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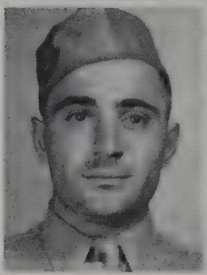
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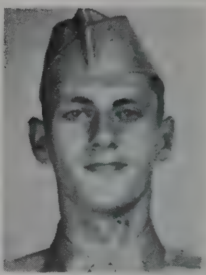
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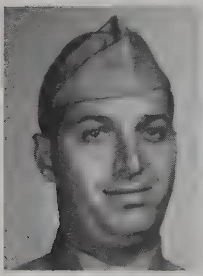
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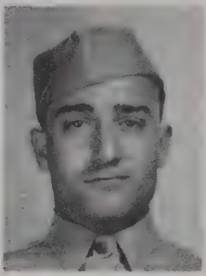
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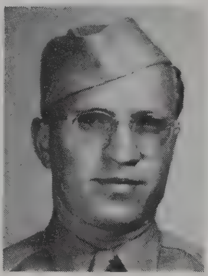
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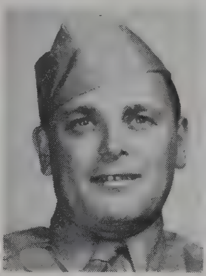
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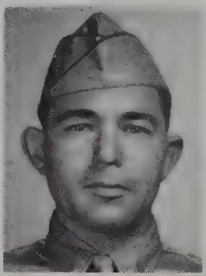
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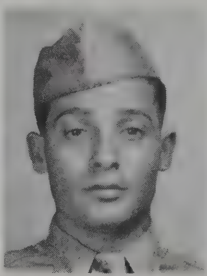
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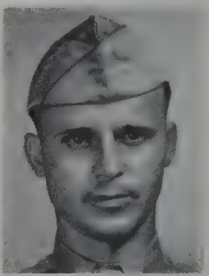
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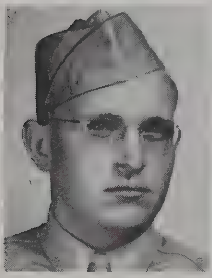
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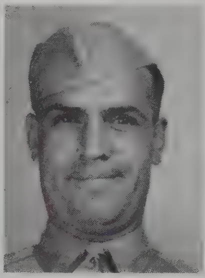
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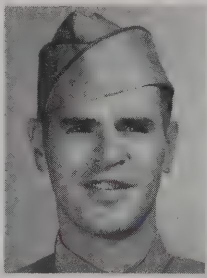
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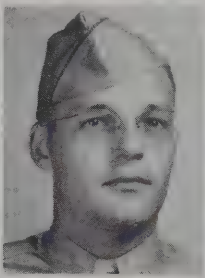
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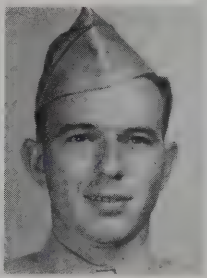
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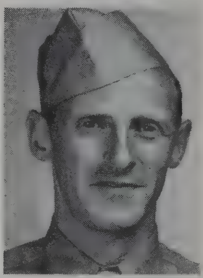
Eugene Olmstead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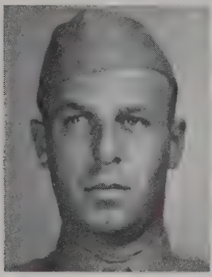
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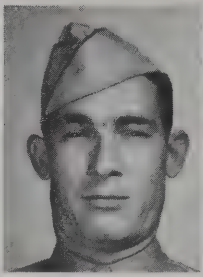
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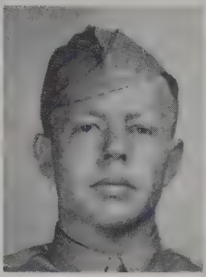
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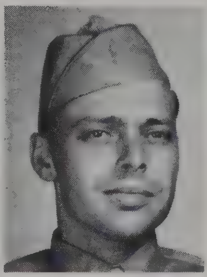
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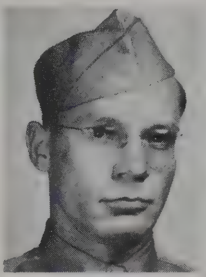
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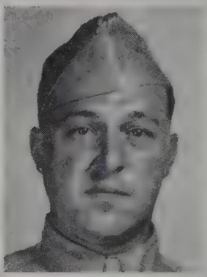
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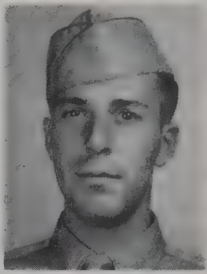
Floyd J. Pickett

Quentin C. Pinner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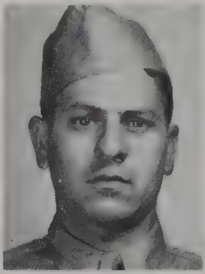
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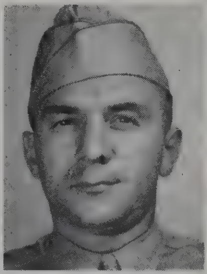
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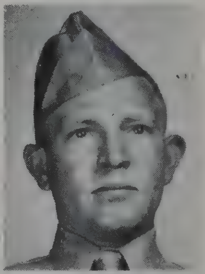
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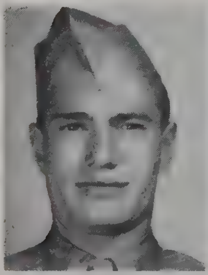
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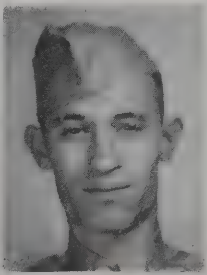
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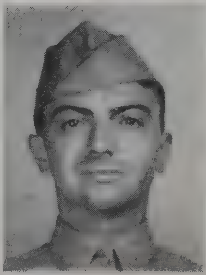
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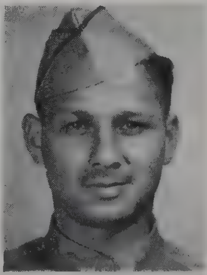
John J. Roche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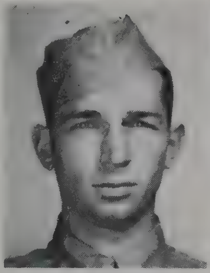
Louis H. Romey

OFFICER CANDIDATES

GROUP D—SQUADRON 16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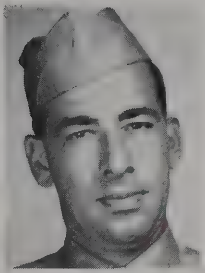
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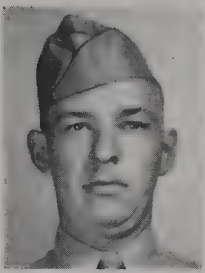
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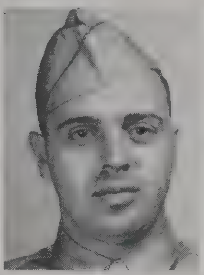
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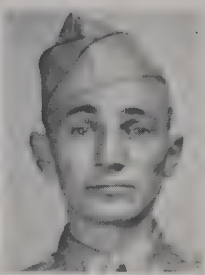
James C. Ruffin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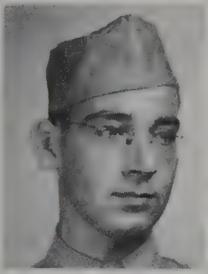
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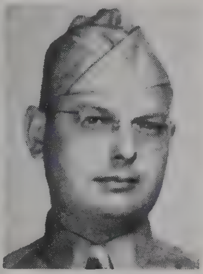
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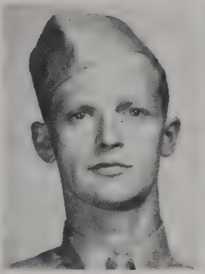
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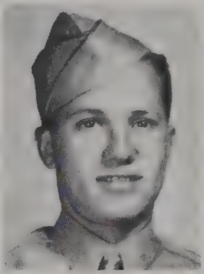
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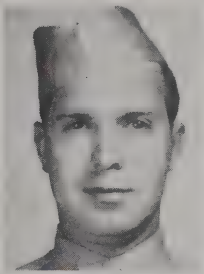
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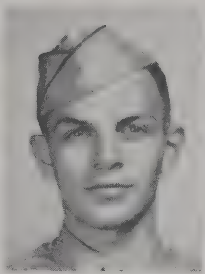
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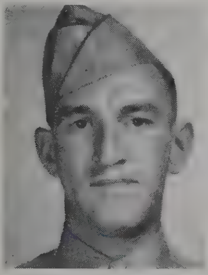
R. P. Sonnenberg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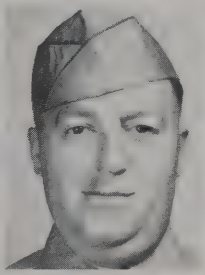
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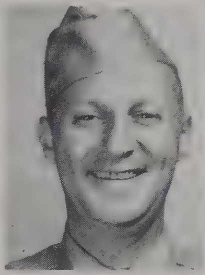
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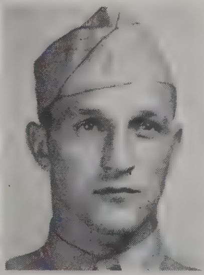
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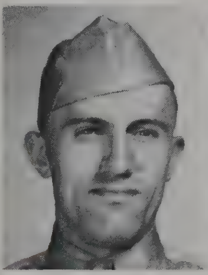
Donald J. Sutherland

Estley K. Surridge

H. A. Thornton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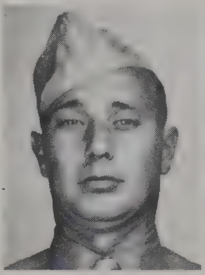
Norton C. Trustman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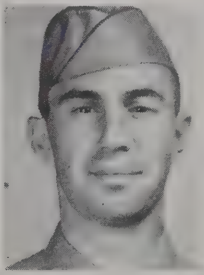
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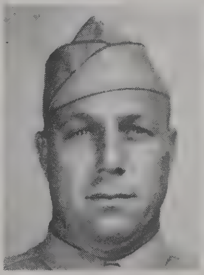
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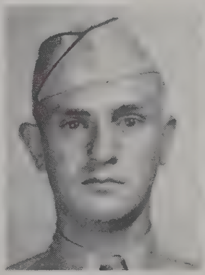
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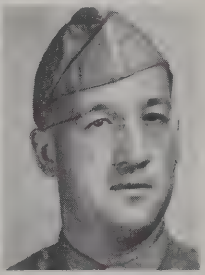
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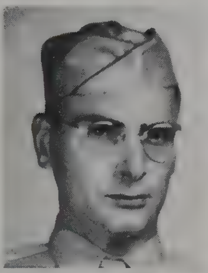
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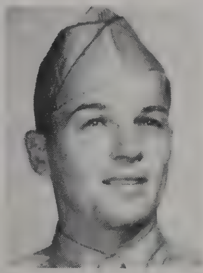
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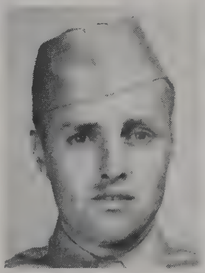
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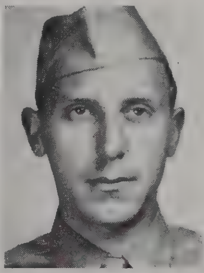
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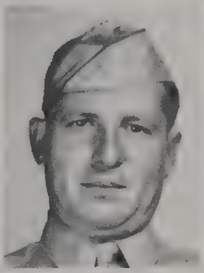
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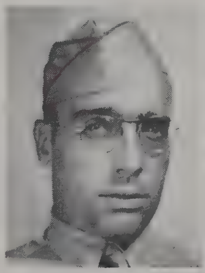
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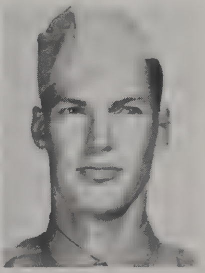
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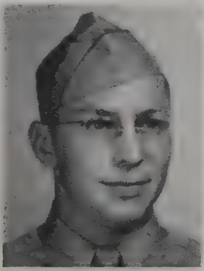
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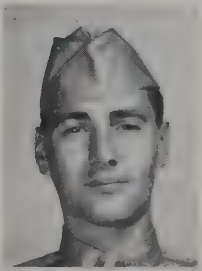
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